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JAPANESE IN DIRE PERIL.

MASS ATTACKS BY INFURIATED SOUTHERNERS AT TSINAN.

Onslaughts Foiled for 36 Hours After 50 Miles Forced March.

SOUTH NOW FIRING SHRAPNEL.

That the Japanese troops in Tsinanfu are surrounded by overwhelming numbers of Chinese forces and are in dire peril is indicated in latest telegrams to hand this morning.

Terrible slaughter has been indicated by the Japanese troops on the Chinese soldiers who have been attempting to rush the Japanese Settlement, and the Japanese officer commanding declares that the Southerners' violence was apparently pre-arranged as indiscriminate looting and murder commenced in different parts of the city simultaneously.

For over 36 hours, the Japanese troops have been repelling attacks by enormously superior forces, and the news that a Japanese Lieutenant has been wounded by shrapnel proves that the Southerners are using artillery in the conflict.

The Japanese soldiers were called into action soon after their arrival in the city, immediately following a magnificent forced march of over fifty miles.

An agreement was reached for the Nationalists to withdraw at seven o'clock yesterday morning, but the agreement has been ignored and a massed attack was set up at eleven o'clock, the battle still continuing when the last news came through.

The situation is fraught with extreme peril for the Japanese troops, unless the reinforcements which are proceeding by forced marches from Tsingtao reach Tsinanfu before ammunition and provisions give out.

The Japanese are split into two bodies at the two extremes of the huge city, and attacks are still being hurled on their defences.

Mr. Hwang Fu has stated that the Chinese Commissioner of Foreign Affairs and the whole of his staff have been killed by the Japanese.

It appears now that the forces are isolated from the world, the Japanese military wireless stations having been destroyed.

CHINESE COMMISSIONER KILLED.

Officials Killed.

Shanghai, May 5. The Chinese Commissioner for Foreign Affairs here, has received a message from General Hwang Fu, the Nationalist Foreign Minister, who is at present at Tsinanfu, instructing him to protest to Baron Tanaka, the Japanese Foreign Minister, concerning the killing of the Chinese Commissioner for Foreign Affairs at Tsinanfu, and the whole of his staff, by Japanese troops this morning.

The situation at Tsinanfu is pregnant with terrible possibilities. General Fukuda's forces, who carried out a forced march of fifty miles all night to Tsinanfu owing to interruption on the Shantung Railway, are most fatigued, and have since been compelled to stand by continuously for 36 hours to meet continuous Chinese attacks by enormously superior forces, intoxicated by their rapid series of victories against the northern armies and filled with fundamental hatred of the Japanese.

Infuriated Nationalists. Only the fact that the Japanese (who are isolated in two bodies in the east and west of the huge city) are being attacked by the Chinese at all key points and are employing their machine guns has enabled them hitherto to repel the infuriated Nationalists with great difficulty.

At the latest despatches received in Tokyo are conflicting and are causing considerable anxiety as to the outcome of the struggle, especially as the ammunition and provisions are most sparse and only sufficient for a few days.

Wireless Destroyed.

In addition, wireless communication has been cut off since noon and the Japanese forces are apparently completely isolated.

Outrages According to Plan?

Tokyo, May 5. General Fukuda, the Commander-in-Chief of the Japanese forces in Shantung, is quoted as having declared that the Southerners' violence at Tsinanfu was apparently pre-arranged as looting started at various points simultaneously.

Hand bombs were supplied to all entering the city and the railway was cut before the outrages commenced.

Southern officers are reported to be ignoring the Japanese agreement and more Southerners are entering the prohibited area, resulting in a continuance of fighting.

The latest despatches regarding the situation at Tsinan are most conflicting. Tientsin reports that even wireless communication has been impossible since noon yesterday. Tsinan is apparently completely isolated.

Shortage of Ammunition.

On the other hand, a report from Peking states that a message has been received filed at 2.30 p.m. announcing that although the Japanese troops are most fatigued, they have almost completed their defences. Ammunition and provisions, though diminishing are sufficient to last for a few days.

Massed Rush by Chinese.

Peking, May 5.

The Japanese Legation states that the Chinese leaders at Tsinan came to an agreement with the Japanese to withdraw the Nationalist forces from the Settlement by seven o'clock yesterday morning, but at eleven o'clock the Chinese troops massed on the border of the Settlement and attempted to rush it.

Fighting re-commenced, severe casualties occurring on both sides, and it was still continuing when the last message was received at two o'clock in the afternoon.

Chinese Using Artillery.

A Japanese Lieutenant has been wounded by shrapnel proving that

the Nationalist troops are using artillery against the Japanese.

A wireless message to General Fukuda has received no response, and it is feared that the military wireless station at Tsinanfu has been destroyed.

The commercial wireless service in the Japanese Settlement, is, however, still functioning.

It is reported that the railway bridge across the Yellow River has been broken and therefore it is impossible to send reinforcements by rail from Tientsin.—*Reuter.*

Yangtze Feared.

A British naval wireless message from Nanking states that Japanese residents there have taken refuge on board river craft, fearing that the serious news from Tsinanfu may have a repercussion in Nanking.

At Hankow, the Japanese Commission is now in a state of readiness for defence. The general situation continues quiet, however, and the pilot strike has been definitely called off.

There is no change in the situation on the upper river although the s.s. Kingwa is still held up at Chungking. This is due to the threat on the part of a so-called Boycott Society to seize the cargo of the ship.

2000 Disarmed.

Tientsin, May 4. Street fighting in Tsinan has broken out again while the Japanese are attempting to disarm the Southerners, who, it is alleged, contrary to their agreement, failed to evacuate the Japanese section of the city.

As a result of the fighting telephonic communications between the Japanese detachments have been cut. Two thousand Southerners have hitherto been disarmed. It is reported that 15,000 Southerners are participating in the fight.—*Reuter.*

Chinese Version of Trouble.

Shanghai, May 4.

The following is the Chinese version of the trouble in Tsinanfu:

The trouble was the culmination of a series of incidents including the shooting of a Nationalist officer on Wednesday, and the detention of Nationalist street lecturers, both by Japanese, the news of which was suppressed by Nationalist headquarters in order to avoid exciting the troops.

On Thursday morning the Japanese troops frequently obstructed and even disarmed some Chinese soldiers in the streets, resulting in altercations and the outbreak of firing, during which ten Chinese soldiers were killed and wounded. This created a panic among the people and shops were closed.

After this the Japanese troops withdrew behind their sandbag breastworks and barricades and fired on any Chinese appearing in the vicinity of their defences, killing a considerable number of soldiers and civilians. The Chinese troops replied until Marshal Chiang Kai-shek ordered them to cease fire.—*Reuter.*

Nationalists Out of Hand.

Peking, May 4. It transpires that following Marshal Chiang Kai-shek's assurances that order would be maintained, General Fukuda yesterday morning ordered the Japanese troops guarding Japanese properties to be withdrawn and concentrated in the Japanese school premises.

(Continued on Page 14.)

WINDOW BREAKING RENEWED.

THREE SOLDIERS ARRESTED IN EARLY MORNING.

NO CIVIL CHARGES.

The latest victim of stone-throwing episodes in Hongkong is the Taang Fook Piano and Music Store, of Ice House Street. One of its windows presented this morning a gaping hole, large enough for a man to crawl through, and this was the subject of many conjectures as to how the occurrence took place.

From enquiries made, it would appear that at 4 o'clock this morning, three soldiers of the K.O.S.B. smashed the windows, and it is also alleged that they stole three ukuleles from the show window. They were arrested by an Indian constable.

There was a sequel to the affair in the appearance at the Magistrate's court this morning of a number of soldiers, accompanied by an officer of the K.O.S.B. On the police table were three ukuleles and pieces of broken glass.

The men were not charged, however, the Court Sergeant informing the Press representatives present that the case would not be heard in Court but the offenders would appear in due course before a District Court Martial.

On further enquiries it was learned that the three soldiers who were arrested are Private J. Allen, Private J. Davis and Private A. Stuart.

SERIOUS COTTON DECISION.

EMPLOYERS TO CLOSE MILLS TO ENFORCE DEMAND.

REDUCTION OF WAGES.

London, May 4. A proposal to reduce the wages of cotton-workers by 12½ per cent. is contained in a resolution passed by the General Committee of the Federation of Master Cotton Spinners Associations at Manchester to-day.

The resolution is regarded as the most important development in the cotton crisis. A copy of the resolution was sent to the Members of the Federation with two ballot papers, one for the American Section of the industry and one for the Egyptian Section.

The Federation Members are being asked to vote whether they are willing to leave the question of the reduction of wages to be dealt with by the Federation Committee and to close the mills if it is necessary to enforce the demand.—*Reuter.*

JAPAN'S POLITICAL STRIFE.

VOTE OF NON-CONFIDENCE IN GOVERNMENT PROPOSED.

Tokyo, May 4. The Diet which re-assembled after a three-day prorogation has passed a vote of censure against the Home Minister, who has already resigned. The motion was carried by the narrow margin of five votes, 233 to 228.

It is expected that a vote of non-confidence in the Government will be introduced to-morrow.—*Reuter.*

SMALL PEAK FIRE.

DUE TO DEFECTIVE CHIMNEY.

According to a report made to the police yesterday, a small fire broke out at No. 376, the Peak, the residence of Mr. D. Kinloch.

Sergeant Colman of the Peak Police Station, promptly arrived at the house with the new motor-cycle fire plant, but the fire had been got under by the time this arrived. A defective chimney is believed to have been the cause of the outbreak.

CRICKET SEASON'S OPENING.

MORE CENTURIES IN LAST 3 DAYS.

FENDER AND HOBBS RUN INTO THREE FIGURES.

LEICESTER BEATEN.

London, May 4. A century by Jack Hobbs in his first match of the season was a feature of the match between Surrey and the M.C.C. which has just concluded in a draw.

P. G. H. Fender, the Surrey captain also reached three figures. The scores were:

M.C.C.: 247 and 313.
Surrey: 331 and 179 (for 3 wickets).

The Marylebone team were dismissed for 247 in their first innings, the brunt of the bowling being borne by E. R. T. Holmes, the brilliant Oxford all-rounder, who is now assisting Surrey. He took 6 wickets for 70 runs.

In response, Surrey gained an advantage of 96 runs, the innings being conspicuous for a fireworks display by Fender, who hit up 110 before losing his wicket.

The M.C.C. did rather better at their second attempt, but were out for 313, leaving Surrey needing 218 runs to win.

The Surrey side were going strongly towards this end when time intervened. They compiled 179 (for three wickets) and Jack Hobbs claimed 100 of the total and was still batting when stumps were drawn.

Sussex playing at home defeated Leicestershire in a county match by seven wickets, in spite of a fine effort by the amateur Dawson in Leicestershire's first innings. The scores were:

Leicester: 280 and 118.
Sussex: 279 and 131 (for 3 wickets).

C. H. Dawson scored 115 in Leicestershire's first innings, while the outstanding feature of Sussex's first effort was the fine bowling of Snary, who claimed five victims at a cost of only 38 runs.—*Reuter.*

Gloucestershire beat Worcester by nine wickets.

Worcester, batting first, scored 166 runs, Mills for Gloucester capturing six wickets for 44 runs. Gloucester obtained 241 runs in their first innings.

In the second innings, Worcester compiled 194 runs, Parker 6 wickets for 53, and Gloucester amassed 121 runs for the loss of one wicket. Dipper scoring 71 runs not out.—*Reuter.*

STEAMER DISASTER IN CHANNEL.

TWO VESSELS SINK AFTER COLLISION.

London, May 4. The s.s. Bacchus, store-ship to the Mediterranean Fleet, collided in the English Channel with the Greek steamer, Joannis Fafalios, during a fog last night.

The Greek vessel was badly holed and sank rapidly, the crew of 22 being picked up by the Bacchus.

The British naval vessel was also badly damaged and it is now reported to be sinking, and to have been abandoned by the crew and the survivors of the Joannis Fafalios.—*Reuter.*

ARGENTINE'S GOOD FIGHT.

BRITISHERS WIN AFTER FIVE SETS.

London, May 4. In the Davis Cup contest at Torquay to-day, Crole-Rees and Eames (Britain) defeated Boyd and Robson (Argentina) 6-4, 6-1, 1-6, 7-5.—*Reuter.*

Belgium Eliminated.

Bucharest, May 4. Rumania has eliminated Belgium from the Davis Cup Competition by three matches to none.—*Reuter.*

Bulls and Inners

From the Office Butts.

Television comes to Hongkong! At the last weekly meeting of an unclaimed radiogram for the Association held at Tai Po, "Photograph" is announced by the Association. Koch was appointed Assistant Anaesthetist to the Association.

Wanchai Signboard: "Ice Supply Anywhere." This rather reconciles us to our ultimate fate. He is therefore entitled to add the further degree of A.A.A.A.A.A. to his already long list of degrees.

"John": "No, the P.W.D. is not constructing salt pans in the Happy Valley nullah. The tide doesn't come up so far." H.E. goes home soon but in recent lectures he has given the University something to think about during his absence.

Tai Po looks like winning the longevity prize for mosquitoes. Otherwise, crime in the district is normal. "Etiquette": "No lady should spit on the flat iron."

"Reader": "Mr. Lindsell is usually chosen as umpire at these tennis matches because of his expert knowledge of the courts." A young man was yesterday observed to light his pipe in Des Voeux Road with the first match. The feat was performed in the open street with people passing on both sides and tram-cars whizzing past at terrific speed.

"New Talking Machine is Automatic," says a Manila paper. So are most wives. Owing to a breakdown in the cotton conference, the thread of the discourse has been lost.

"Dogs can be a distinct source of danger in a car," says a motorist writer. But not so much as some of these young pups at the wheel. "Huddersfield's Bad Slip" says a headline. They should have gone in for better combinations.

A local shipping clerk says his firm has special terms for missionaries, but he's too polite to use them. The P. W. D. will spend the summer in a local Bank building. Well, there should be plenty of drafts about, anyhow.

If this cotton dispute isn't settled soon, the Lancashire dyeing industry will be dead. The big battle film is going great guns at the Queen's.

If you give enough rope, any Old Bailey can make an aerial success. Unless this strike in the Tata steel works, in India, is soon settled, it'll be good-bye to prosperity.

One advantage of an Unofficial Time and tide wait for no man, joining the Government is that he might have a chance of answering his own questions.

From the Aberdeen Free Press: "The Scotsman and Englishman spent the evening together. The Englishman stood dinner, the theatre, supper, and a cabaret show. The Scotsman stood six feet six in his stocking holes!"

A reader writes to enquire the meaning of the word "jammering," as shown in "Annie Laurie." Hasn't it something to do with Maxwellton brays?

A notable Far Eastern cricketer was spliced last Saturday. The Moros recently executed in Manila unsuccessfully tried to select their own methods of death. They'd have much preferred old age, of course.

There is never any difficulty about meeting expenses; they run right into you. The Japanese Diet seems to be quarrelling over what is meet.

Lots of married people seem to get along better together apart. Peak residents are itching to blame the Government for the plague of mosquitoes.

There's a scheme under way to evolve a "trade language." If it succeeds, we may hope to understand some of these talpa's letters. Unbreakable china is the latest innovation. We understand that a Kowloon houseboy became delirious and had to be taken away on an ambulance but hopes to make another attempt later on.

MacWhirter says there are only two kinds of wives—those who expect things of their husband and those who suggest things. Now, a really smart outfitter would advertise "One-way Pockets for Scotsmen."

American girl tourist offered a lemon dealer in Cairo £700 to marry her. Must have thought she'd get it back by squeezing. News from the North states that an unexploded shell dropped in Nationalist Headquarters. We await a further and louder report.

If a man smokes it's because he gets solid comfort out of it. If a woman uses cigarettes it's to be smart. Household Hint: Darn your stockings and let those worn knitted brows who will.

After reading their comment on the playing grounds question, we now understand why the editorial staff of at least one local contemporary is so anxious for increased accommodation. A Berkshire hen laid twice in five hours. Eggling herself on.

Hemp has been grown in China for nearly five thousand years. That explains why the Chinese smoke opium instead of cigars. An American Observatory announces that "Cygnus" is not of years. That explains why the common run of eclipsing variable stars are called "Cygnus" stars.

Nature Note: Anopholes and the Culex pools in the stream just before arriving at the railway crossing at Tai Po are at present well stocked. Larvae of both are partial to a worm, as is also both parties shrimp or minnow and are now being educated to take a fly.

A London woman wants a seat on Culex pools in the stream just before arriving at the railway crossing at Tai Po are at present well stocked. Larvae of both are partial to a worm, as is also both parties shrimp or minnow and are now being educated to take a fly.

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NEW SUMMER GOODS

BATHING SUITS
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TUNG WAH EASTERN HOSPITAL.

H. E. LAYS FOUNDATION STONE.

There was a representative gathering at Sookunpoo yesterday when the foundation stone of the eastern branch of the Tung Wah Hospital was laid by his Excellency the Governor. The work of erecting the building is proceeding on the site just behind the Japanese crematorium.

Amongst those present yesterday were His Excellency the Governor, accompanied by Lady Clementi, Sir Henry and Lady Pollock, Sir Robert Ho Tung, Sir Shou-son and Lady Chow, Hon. Mr. W. T. Southern and Mrs. Southern, Hon. Dr. R. H. Kotewall, Hon. Mr. H. T. Creasy, Hon. Mr. J. Owen Hughes, Hon. Mr. E. R. Hallifax, Hon. Mr. R. A. C. North, Professor J. Anderson, Mr. M. K. Lo, Col. L. G. Bird, Right Rev. Bishop Valtorta, Mr. W. Schofield, Mr. H. B. L. Dowbiggin, Mr. A. E. Wood, Mr. E. W. Carpenter, Mr. T. N. Chau, Dr. A. Cannon, Dr. S. W. Tao, Dr. G. M. Harston and a number of other representatives of the medical profession.

There was also a large number of Chinese merchants present at the ceremony, included amongst whom were Mr. Tang Shu-kin (Chairman of the Tung Wah Hospital) and Messrs. Lo Yuen-ning, Ng Wah, Li Po-kwai, Leung Fat-yue, P. Gock Chen, Lam Woo, Wong Ping-shuen, Lo Chung-kui, Au Lin-chun, Au Shun-cho, Au Long-hin, Chan Tin-sion, Li Yau-tsun, Lo Chung-siu, Ho Kom-tong, Ho Ju, Ho Leung, Ho Ki, Lau Sing-chong, Ho Wah-sang, Ip Lan-chuen, To Chak-man, Ng Yue-cham, and Ng Yu-hon.

On arrival at Sookunpoo valley, His Excellency the Governor was accompanied by his A.D.C. Capt. A. J. L. Whyte and Mr. Tang Shu-kin, Chairman of the Tung Wah Hospital, across the valley to the site of the new hospital. Lady Clementi was accompanied by the Hon. Mr. R. H. Kotewall. They were received at the entrance of the specially erected pavilion by the Committee of the Hospital.

The band of the King's Own Scottish Borderers struck up the National Anthem on His Excellency's arrival on the hospital ground, and throughout the proceedings following the stone-laying ceremony, rendered an excellent selection of music.

Prior to laying the foundation stone his Excellency shook hands with Col. L. G. Bird, who is the architect of the new building. A group photograph of those present was taken after the speeches and tea was served on the lawn in front of the site.

His Excellency's Speech.

Addressing the gathering, His Excellency the Governor, after declaring the foundation stone "well and truly laid" said:

Mr. Tang Shu-kin, ladies and gentlemen: The foundation stone of the Tung Wah Hospital was laid on the 9th April, 1870, by Governor Sir Richard Macdonnell. Fifty-eight years have passed since then and the Tung Wah Hospital is now a household name not only in Hongkong, but in China and among the Chinese overseas. It is known and respected everywhere for the charitable activities and it has lived up to the full spirit of the words inscribed over its gateway: "Do good with all your heart."

Later on when Kowloon grew in importance, it was realized that a similar hospital was needed there also. The Hongkong Government granted land for such an institution upon the condition that it should be controlled by the authorities of the Tung Wah Hospital. Funds were subscribed, chiefly in Hongkong island, the promoters being almost all Hongkong men, and so the Kwong Wah Hospital came into being. It was opened by Governor Sir Frederick Lugard on the 9th October, 1911.

East and West.

Now we find that in Hongkong island itself the existing buildings of the Tung Wah Hospital do not

suffice. Moreover, the City of Victoria covers so great an area that an institution in the west of the town will not serve the needs of the eastern end of the town. Accordingly in 1926, Mr. Tam Wun-pang, then a Director of the Tung Wah Hospital, found a suitable site for an Eastern Branch of the Hospital in September. It is the fine site on which we stand and the Tung Wah Hospital committee was well satisfied with it. Then, through the good offices of Sir Shou-son Chow and Dr. Kotewall, the grant of this site with an area of 166,500 square feet was secured from the Hongkong Government. The leaders of the Chinese community next set about the collection of the funds necessary for building this new hospital, and such was their energy and success that, notwithstanding the trade depression of recent years, subscriptions amounting to \$365,000 have been promised and of this total a sum of \$255,000 has already been paid up. This fund is not yet large enough to permit of the execution of the full scheme contemplated by the authorities of the Tung Wah Hospital. A further effort will be made to obtain subscriptions; but in the meantime it is proposed to erect without more delay a part of the new hospital—with accommodation for about 120 beds. The foundation stone has been laid by me to-day and a contract has already been signed, stipulating that the portion of the building for which funds are available, shall be completed within one year.

A Need Supplied.

There can be no question that this new institution is badly needed at the Eastern End of Victoria City. The long experience and the high traditions of its parent, the Tung Wah Hospital, are a guarantee of good management. The support and advice of the Hongkong Government will always be available to the hospital authorities. And its enduring foundation is the goodwill of the whole community of Hongkong. I wish the venture which begins to-day every success. I trust that before long the full scheme, and not a portion only, will be completed; and I hope that in years to come this youthful institution may rival, and even excel, the parent institution in its beneficent activities and in its usefulness to Hongkong.

His Excellency's speech was translated into Chinese after every paragraph by Mr. T. N. Chau.

The Chairman's Speech.

Mr. Tang Shu-kin, then addressed the gathering as follows: "Your Excellency, Lady Clementi, Ladies and Gentlemen,—On behalf of the Directors of the Tung Wah Hospital I extend our thanks to Your Excellency for being present with us to-day to lay the foundation stone of our new Hospital, and to you, ladies and gentlemen, for your presence.

The history of our new Hospital dates back to a few years ago when some public-spirited gentlemen proposed to build a new Charity Hospital in Wanchai. Unfortunately, or rather fortunately, the idea did not prove to be acceptable to both the government and the Chinese community as a whole on account of the fact that Wanchai had its own free dispensary and the locality was unsuitable.

Realising the need of the public and the demand for more space to take care of the sick in the community, these gentlemen and others then approached the Hon. Dr. R. H. Kotewall; and he with his colleague on the Legislative Council, the late Hon. Mr. Chau Siu-ki, took up the matter with enthusiasm and promptitude in the name of the Tung Wah Hospital whose then Directors found it necessary to establish a bigger and better hospital as a branch of the mother institution. I am sure that we owe our gratitude to Dr. Kotewall and the late Mr. Chau Siu-ki for the realisation of this worthy scheme. (Applause). But more than to all others, we owe our grateful thanks to the Hon. Mr. E. R. Hallifax who from the very beginning has given us every encouragement, and has helped us

DON'T BE IRRITABLE

It doesn't pay to be irritable. No one wants to be bothered with the ill-tempered or morose. When you feel gloomy, ill-tempered, ready to "fly off the handle" at the slightest provocation, blame it on to your liver where most likely it belongs—and maybe a mental note to take couple of Pinkettes at bedtime. It's really wonderful how quietly and efficiently Pinkettes work. Just a little dose tonight, then a long sound sleep, and your liverishness, bilious headache, constipation, will have vanished by morning. Chemists everywhere sell Pinkettes, or post free, 60 cents the vial, from The Dr. Williams' Medicine Co., 60, Kings Road, Shanghai.

PINKETTES
LAXATIVE PERFECTION
KEEP YOU WELL

RENOUNCING WAR.

BRITISH PLANS UNSETTLED.

London, May 4. With reference to the report that the British Government had proposed to appoint a conference of jurists to study the American peace pact proposals, Reuter understands that in the course of conversations through the usual diplomatic channels the views of other interested Powers. Different methods of procedure have been mooted, including a conference of jurists, but the Government for many reasons, including the necessity of consulting the Dominions has not reached a definite conclusion in regard to what method is most likely to contribute a successful result.—Reuter.

In every way possible in our negotiations with the government for the site and other assistance.

We are also thankful to our other Chinese member of the Legislative Council, Sir Shou-son Chow, who on his return to the Colony from leave, took up the matter with the same keenness and sympathy as was evinced by his colleague. (Applause).

Delayed by Strike.

Unfortunately, when the 1925 strike came on, the scheme had to be put aside for reasons obvious to everyone of us; and only when conditions were slightly better in 1926 that the then committee of the Tung Wah Hospital under the chairmanship of Mr. Tam Woon-tong resumed the task of securing donations for the purpose. (Applause). We cannot forget Mr. Tam's days of labour for us.

In 1927 Mr. Li Hoi-ling, who was then Chairman of the Hospital, headed a special committee formed of the following gentlemen for the purpose of raising funds:—Messrs. Tam Woon-tong, Li Hoi-ling, Ng Wah, So Shau-nam, T. N. Chiu, Au Lim-chuen, Ng Yee-cham, San Shing-sam, Ng Yee-hon, Li Lik-mul, H. Sling, Au Kien-u, Doo Jack-man, Ngan Shing-kwan, Philip Gook-chen, Louis Gar-on, Wong Chi-kun, Un Lam-soon, Tsau Pook-hing, Yung Kun-man, Lo Kung-mok, Tso Shuk-hon, Lam Sen-po, Soon Tai, and myself.

We are indeed very grateful to Mr. Li and his associates for their vigorous and successful efforts. (Applause).

We have, up to the present moment, succeeded in acquiring a sum of \$365,000 which sum is by no means adequate if we were to carry out our full scheme. But my fellow-directors and I are still continuing the efforts to look for contributions for the purpose of completing our whole scheme so as to meet the needs of the poorer members of our community. I am certain that, ladies and gentlemen, you will willingly and cheerfully give us your generous support. (Applause).

B. V. D.

loose-fitting

SLEEPING SUITS

Short sleeves Knee length



The most comfortable garments for slumber wear. Cool, loose-fitting and cut to prevent "drag" at any point.

\$4.50 ... per suit
less 10% discount for cash

Better grade cloth \$7.00. per suit

Mackintosh & Co. Ltd.
MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING. DES VOEUX ROAD.

The World Famed
MANILA CIGARS



Coronas

Excelentes

Perfectos

Magnificos

Taipans

Grand Coronas

Imperialles

Bon Ton

AT
Yours Truly
Tobacco Store

22, Des Voeux Road.

Tel. C. 856.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIP CHANDLERS
HARDWARE MERCHANTS.

PHONE:—CENTRAL No. 1116

Wing Woo street
TEL Central 25

SALESMAN SAM

The Time Draws Close

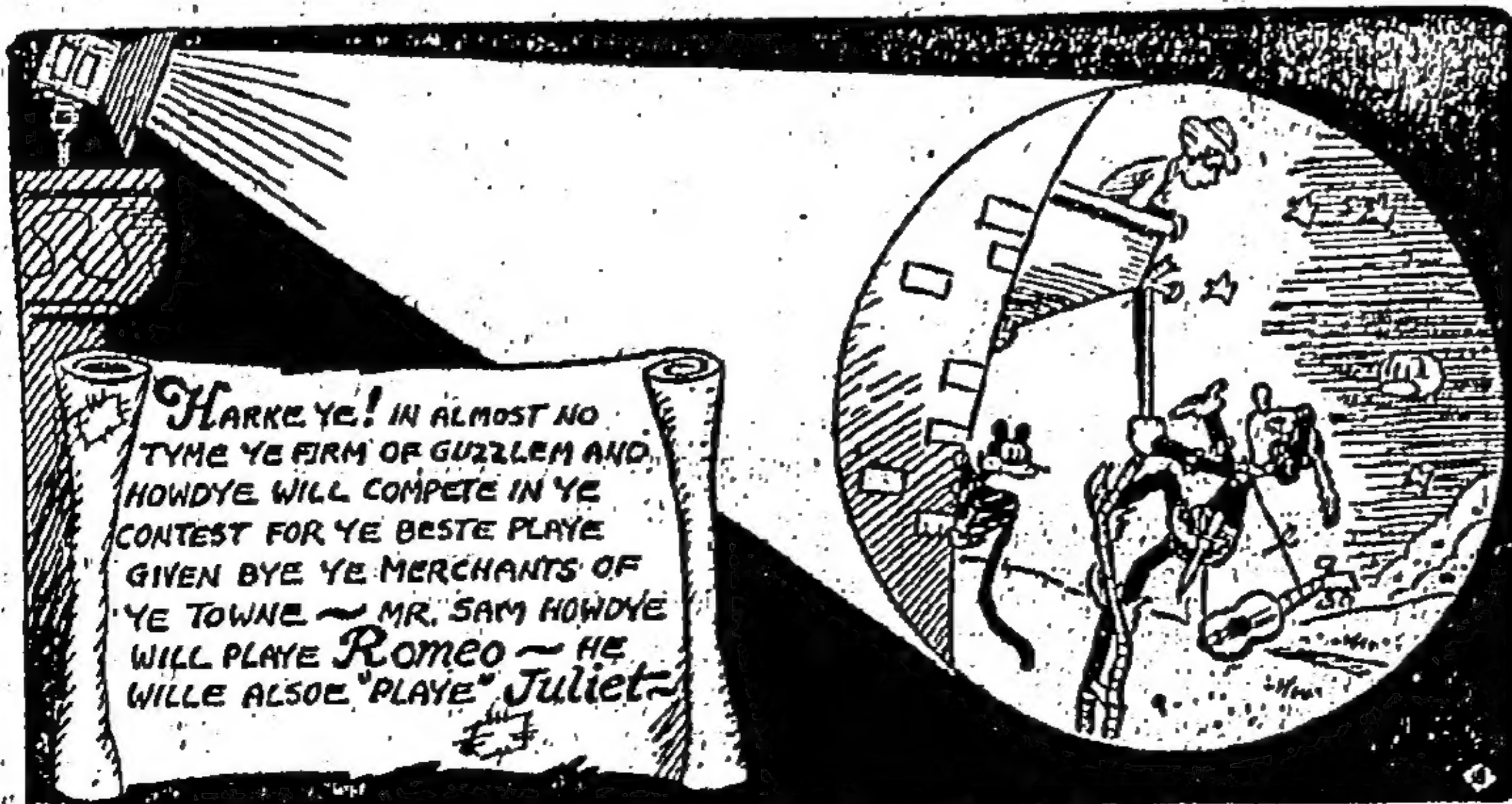
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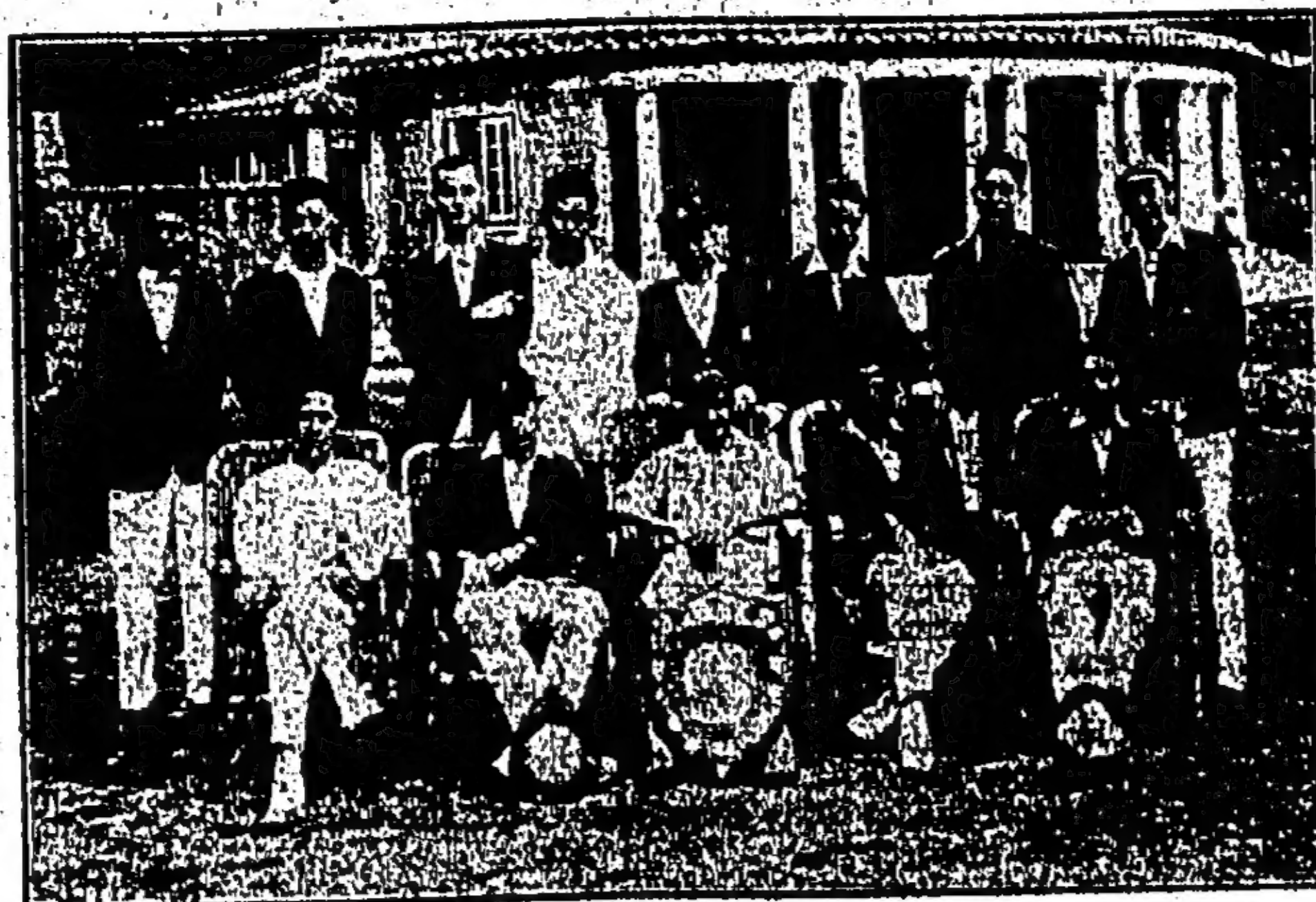
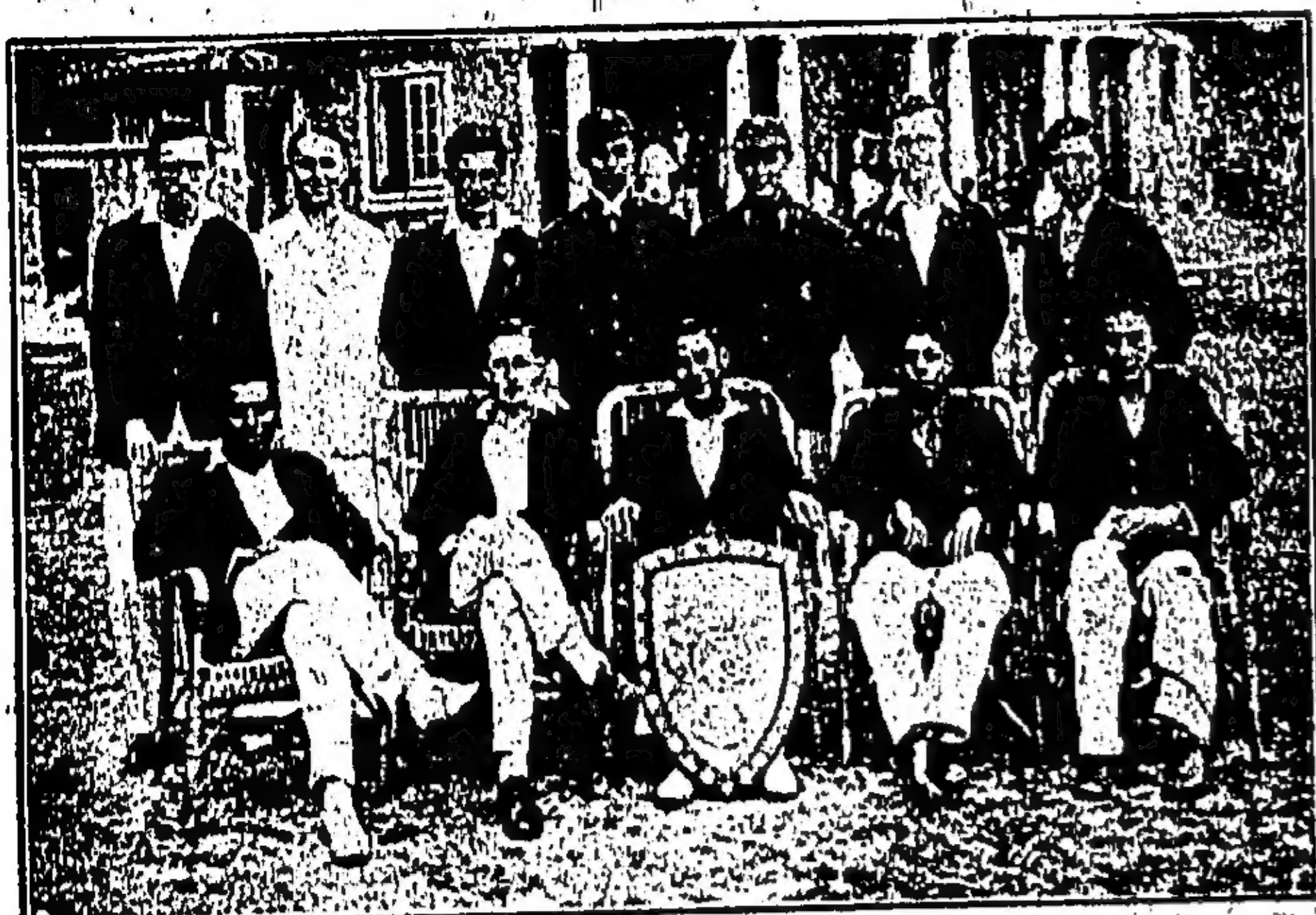
Loss of weight

often leads to extreme weakness, even consumption. SCOTT'S Emulsion builds the body, enriches the blood, aids digestion and leads to increased weight and better health. Ask for

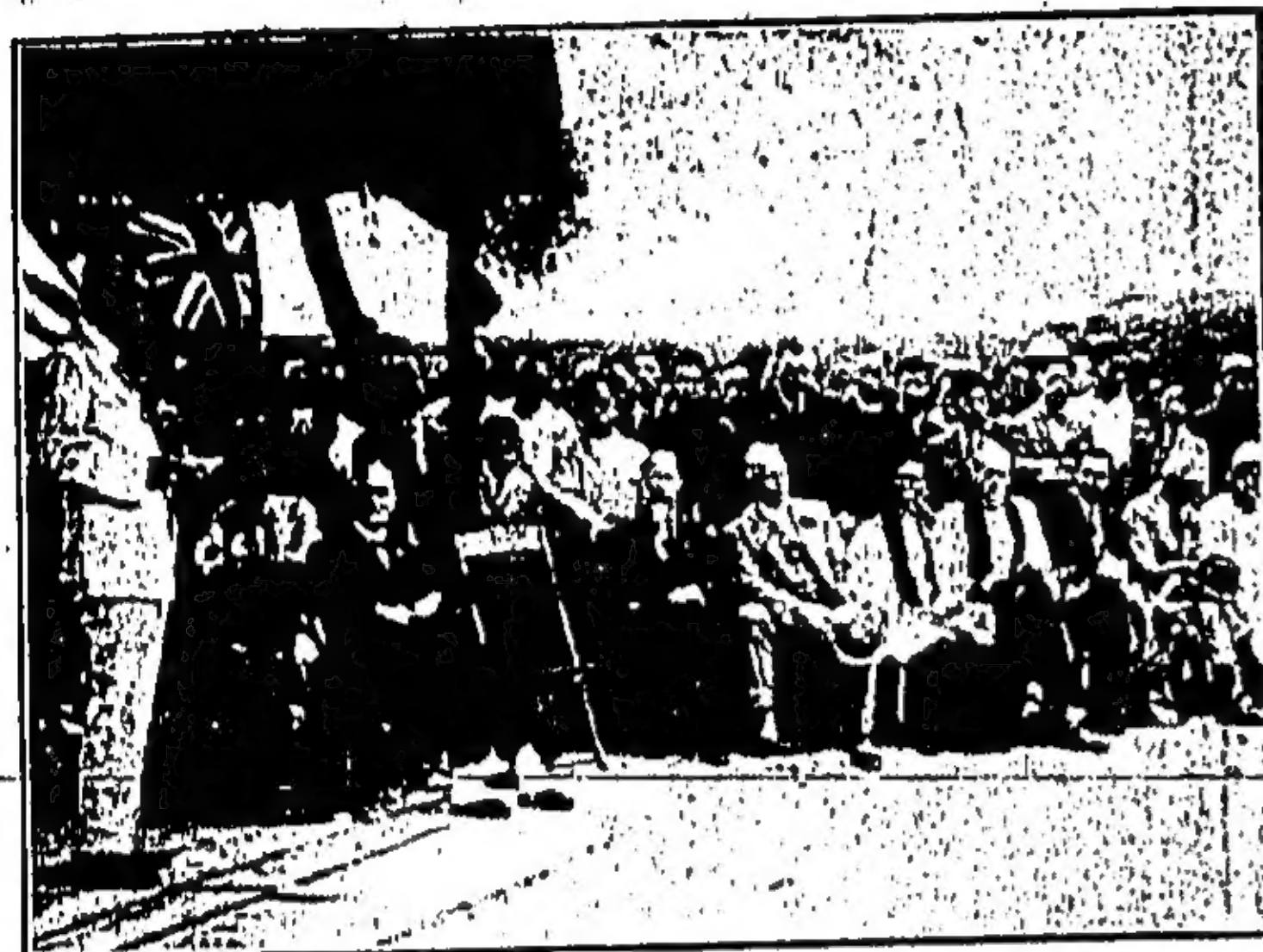


SCOTT'S Emulsion
The protector of life

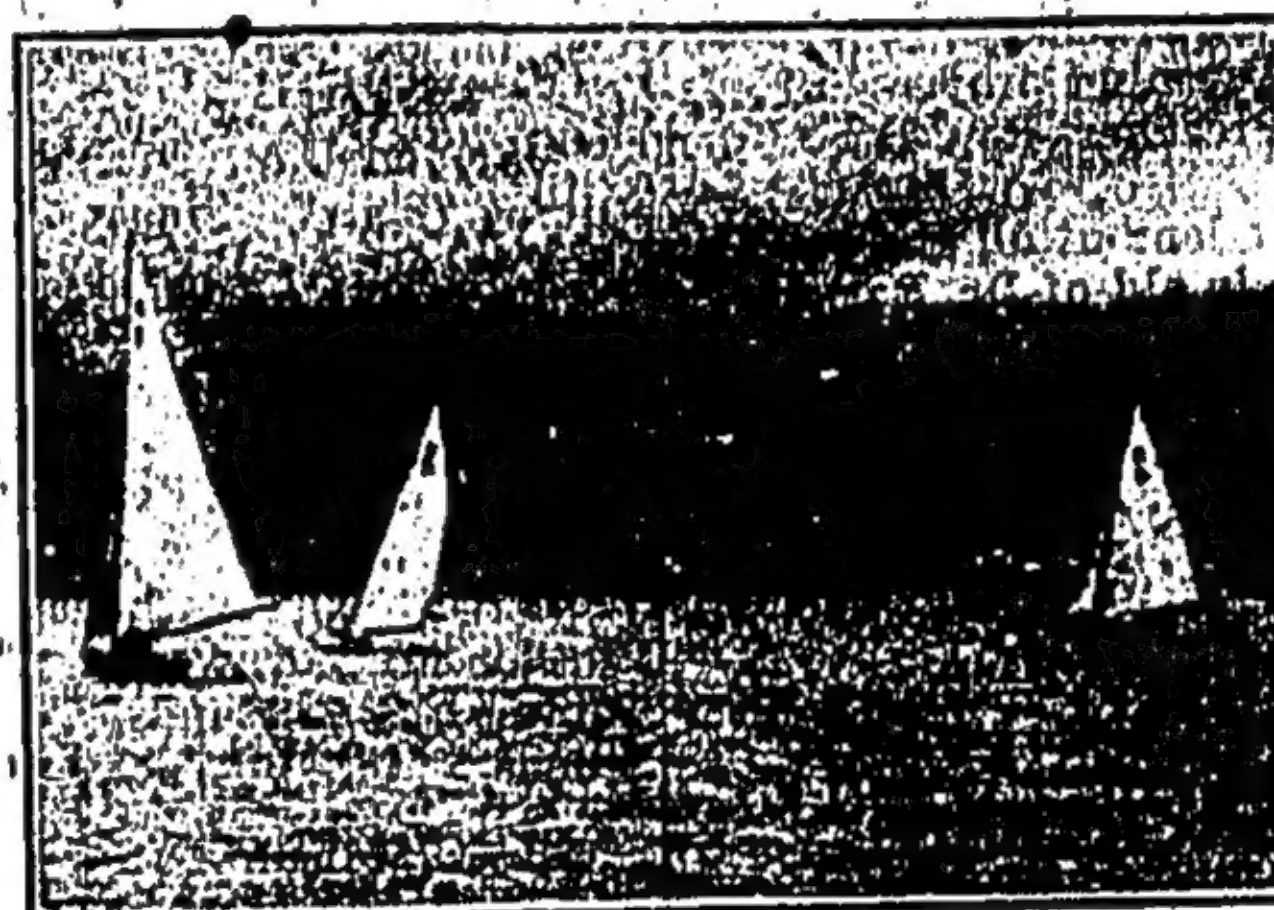
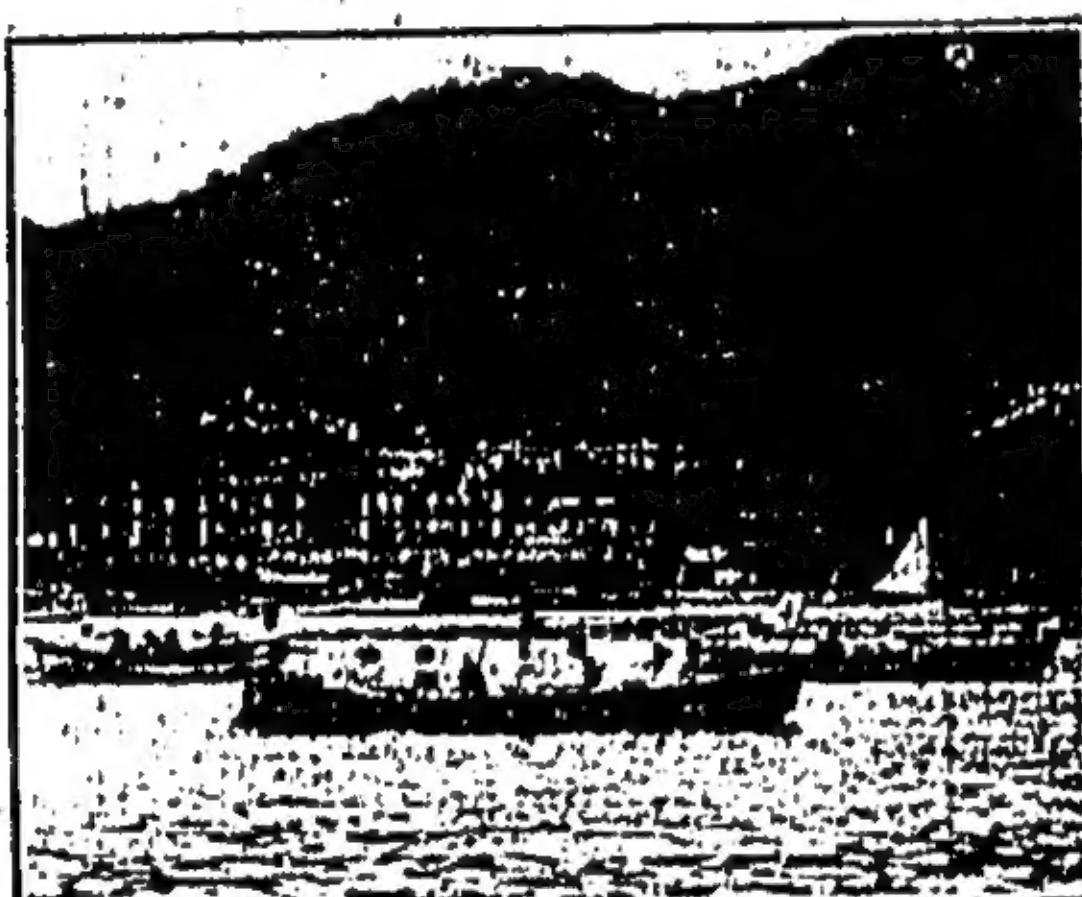
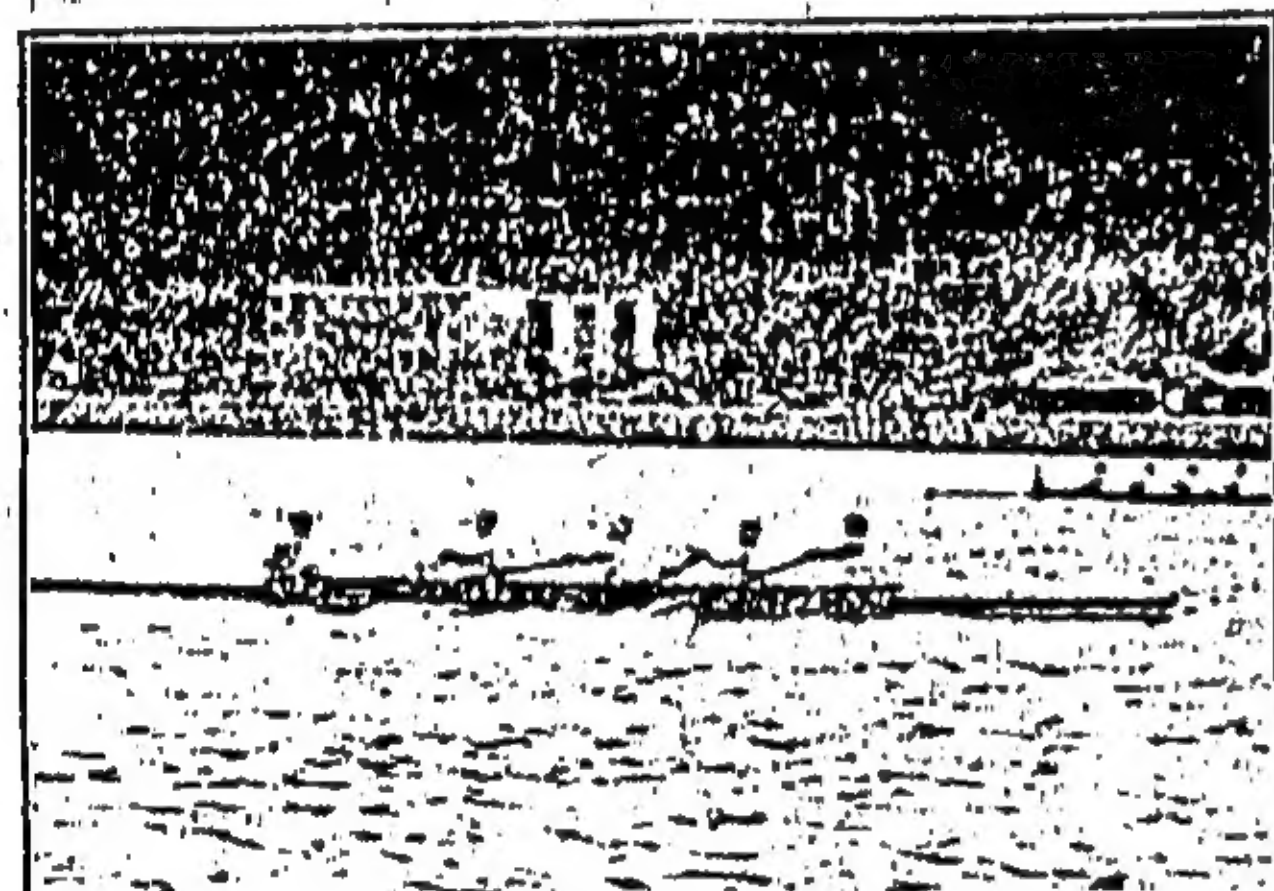




The Hongkong University has this season brought off a "double" by winning both the Senior and Junior Cricket League championships. Left, the seniors; right, the juniors. (Photos: A. Feng).



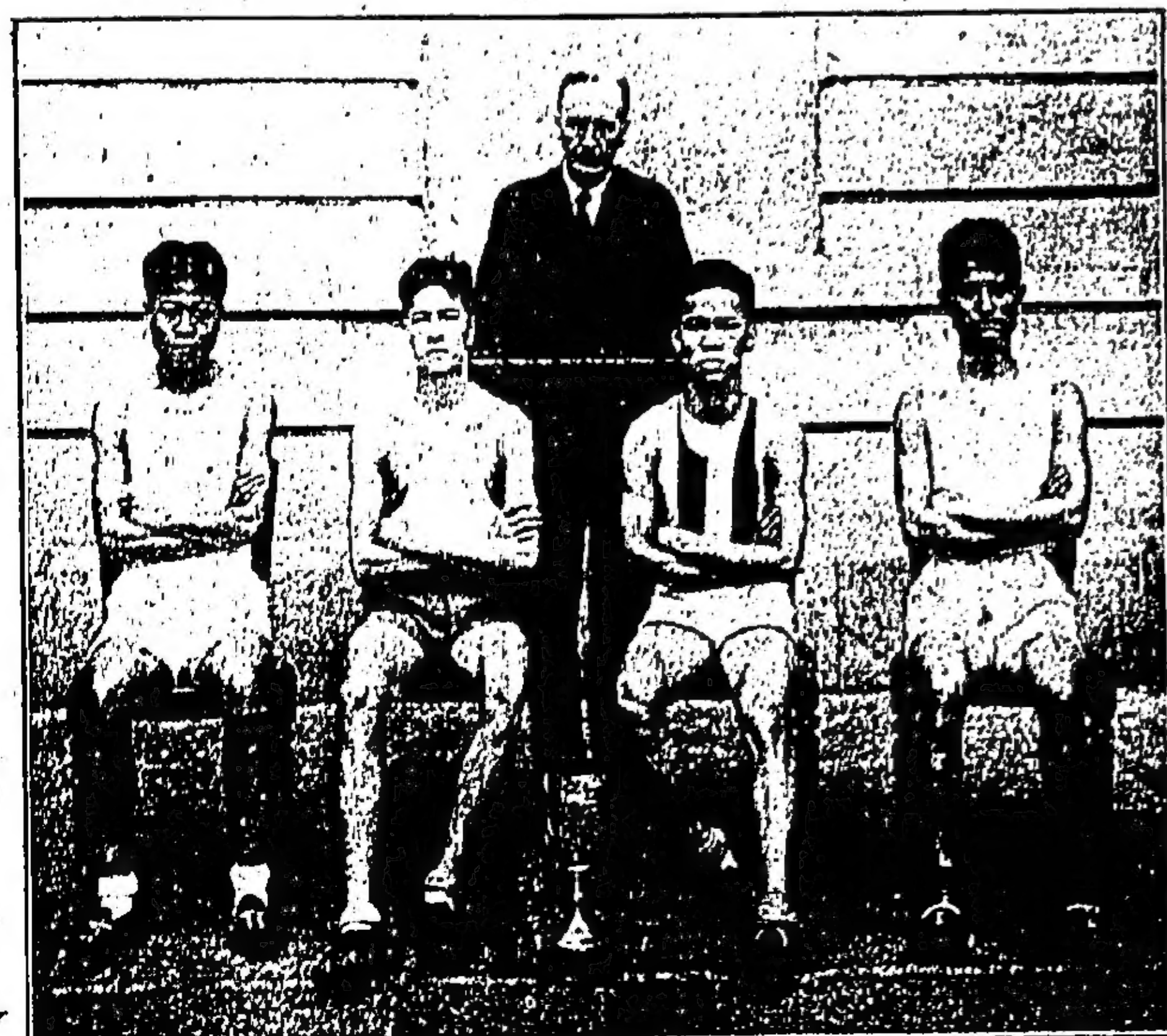
Interesting snapshots taken at the laying of the foundation stone of the new St. Stephen's College at Stanley, when speeches were delivered by His Excellency the Governor (right), Dr. S. W. Tso (centre) and the Hon. Sir Henry Pollock (left). Photos by Ming Yuen and Welcome Studios.



At the R. H. K. Y. C. regatta last Saturday. Left, Talkoo's entry in the Hongs and Service Units Fours, in foreground, with the Electric Company's fours in distance; centre, the finish of the Naval Whalers Race; right, the Ladies' Race in progress, showing La Linda, Dorothea and Colleen. (Photos: Mee Cheung).



Photos show high jump and sprinting events at the St. Paul's College sports, held last week, as well as the prize distribution ceremony, which was performed by Mrs. E. G. Stewart. (Photos: Mee Cheung).



Queen's College Commercial Class 3B, winners of the Senior Inter-Class running competition cup, with the Headmaster, Mr. A. H. Crook. (Photo: Mee Cheung).



Class 4A, Queen's College, winners of the Junior Inter-Class running competition shield, with the Headmaster, Mr. A. H. Crook, and the Class Mistress, Mrs. Stubbings. (Photo: Mee Cheung).

TIES of Creaseless Marocain

in plain and newest designs
in a variety of colours.

\$ 3.00 each

Less 10% discount for cash.

NEW & EXCLUSIVE DESIGNS
in Foulard Tie & Handkerchief sets.

Mackintosh

MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING. DES VOEUX ROAD

SEASONABLE WINES

NIERSTEIN RIESLING,
HOCHHEIM Vintage 1922.
LIEBFRAUMILCH SUPERIOR 1923,
BERNCASTELER ESTATE.
from Deinhard and Co. Coblenz.

CALDBECK, MACGREGOR & CO., LTD.
(Incorporated under the Hongkong Companies Ordinance 1911-1915.)
Prince's Building (Ground floor) Ico House Street.

IF YOU WILL
DANCE -
THIS WEATHER

HAVE A
BEFORE

HONGKONG AND CHINA GAS CO., LTD.

"SHARP BLADES" mean "QUICK SHAVES"

And NOTHING could be sharper than an "ALLEGRO" SHARPENED BLADE. Two sharpening surfaces—a stone and a leather stropping pad. Absolutely automatic in action and fully guaranteed. For Gillette, Valet-Autostrop and Durham Duplex Blades.

ON 7 DAYS' FREE TRIAL. Beautifully made and heavily nickel-plated—State class type of razor used when purchasing.

"Allegro"
Obtainable from chemists, cutlery and stores.

Many resellers if not fully satisfied, without question. Write for free Booklet.

"ALLEGRO"

AUTOMATIC HONING AND STROPPING MACHINE FOR SAFETY RAZOR BLADES.

THE USE OF AN "ALLEGRO" GUARANTEES AN ABSOLUTE CLEAN SHAVE, ONE BLADE LASTS FOR ONE YEAR. NO MORE IRRITATION OF THE SKIN.

THE "ALLEGRO" HAS A HONING STONE ON ONE SIDE, AND A LEATHER STROP ON THE OTHER.

BLADE CARRIER, "GILLETTE," "VALET," OR DURHAM DUPLEX.

SPARE PARTS CARRIED AND OBTAINABLE ONLY FROM.

WHITEAWAY, LAIDLAW & CO., LTD.

Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in
The Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)

The following replies are awaiting collection—

295, 300, 301, 305, 306, 315, 344

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and Suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms. Also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

MISCELLANEOUS.

Mrs. Beten (trained in Paris), late of Hongkong Hotel, guarantees absolutely painless permanent hair waves. Prices very moderate. 2, Platts Building, Kowloon. For appointment phone K.945.

PREMISES TO LET.

TO LET.—Office, Asiatic Building. Apply P. O. Box 22.

HOUSE TO LET.—At Peak above 1500 feet level; beautiful aspect, 6 rooms. Partly furnished; Tennis Court, available from 24th June. Apply Box No. 359, care of "Hongkong Telegraph."

TO LET.—One office room. Apply Hazeland and Conella, Asiatic Building.

TO LET.—Office Rooms, 2nd floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET OR FOR SALE.—With early possession European House on Broadwood Ridge, Happy Valley, containing six rooms with Tennis Court. Particulars. Apply Messrs. Deacons.

FLATS TO LET.—At Cumby Building, Nathan Road, Kowloon. No. 2, Top floor (corner). No. 3 and 4, Ground floor and at Jordan Road, Kowloon, No. 3, 1st and 2nd floor, and No. 5, 1st floor. Apply to Kayamally & Co.

TO LET.—On or before 1st July, 4-roomed Flat in Tregunter Mansions, May Road, Rent \$200. Prospective tenants willing to take over furniture, have the preference. Apply Box No. 358, care of "Hongkong Telegraph."

TO LET.—No. 14, Knutsford Terrace, Kimberley Road, Kowloon, 5 roomed house & out-houses with tennis court & view of Harbour. Possession: 1st May, 1928. Apply Mr. Seu Kon Chi, Exchange Building, (3rd floor).

If you want good health investigate and learn the truth of how Poo On Herbs have cured thousands. No drugs. No Knife. Simply Poo On Chinese Herbs. Catarrh, Nervousness, Constipation, Bronchial Asthma, Bronchitis, Rheumatism, Dropsy, Insomnia, Diabetes, Bright's Disease, and many other ailments.

POO ON HERBS CO.,
66, Queen's Road Central,
1st Floor.

New Advertisements.

NOTICE.

On and after Monday, 7th May, the Office of The Government Marine Surveyor will be in the P. & O. Building, Gonaught Road, Central, 5th Floor.

LANE, CRAWFORD, LIMITED.

NOTICE is hereby given that the Sixth Ordinary Yearly Meeting of Shareholders will be held at the Office of the Company, Exchange Building, Des Voeux Road, Hongkong, on Saturday, 19th May, 1928, at 12 noon.

The Transfer Books of the Company will be closed from 9th May, 1928, to 19th May, 1928, both days inclusive.

By order of the Board of Directors.
S. J. JORDAIN,
Secretary.
Hongkong, 2nd May, 1928.

NOTICE.

The postponed "Contra Danca" display will be held on the Club de Recreio's grounds, King's Park, on Saturday the 5th instant at 9.00 p.m.

A. F. OSMUND,
President
Society of St. Vincent de Paul.

THE CANTON INSURANCE OFFICE LTD.

NOTICE TO SHAREHOLDERS.

The Forty-seventh Ordinary General Meeting of Shareholders will be held at the Office of the undersigned on Thursday, the 17th May, 1928, at Noon, for the purpose of receiving the Report of the General Agents, together with a statement of Accounts for the year ended, the 31st December, 1927.

The Share Register and Transfer Books will be closed from the 3rd to the 17th May, 1928, both days inclusive.

JARDINE MATHIESON &
CO., LTD.
General Agents.
Hongkong, 26th April, 1928.

CHINESE LANGUAGE SCHOOL.

A new CLASS for BEGINNERS in the study of colloquial CANTONESE will be started on Monday, 14th May, 1928, in the Board Room of the CHAMBER OF COMMERCE (over the Chartered Bank).

Classes will be held on Mondays, Wednesdays and Fridays from 5.15 to 6.15 p.m. Students also receive daily individual tuition.

Further particulars may be obtained from the undersigned.

M. F. KEY,
Secretary.

GENERAL CHAMBER OF
COMMERCE,
Hongkong, 2nd May, 1928.

HONGKONG JOCKEY CLUB.

The Fourth Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 5th May, 1928 commencing at 2.30 p.m. The First Bell will be rung at 2 p.m.

The charge for admission to the Public Enclosure will be \$1 for all persons including Ladies.

Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linthead and Davis at \$5 each up to Friday, 4th May, 1928.

The charge for admission for Ladies to the Members' Enclosure will be \$2.

Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

Bookmakers, Tie Tac Men, etc. will not be permitted to operate within the Precincts of the Hongkong Jockey Club during the Race Meeting.

CHINA AUCTION ROOMS.

6, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

CHURCH NOTICES.

To-morrow the Fourth Sunday After Easter.

LOCAL SERVICES.

St. John's Cathedral, Services for Sunday May 6th. 4th Sunday after Easter, King's Accession Day. 8.10 Holy Communion. 10.0 Peak Sunday School. 10.15 Children's Service. 11.0 Matins and Sermon Preacher, Rev. H. V. Koop. 12.0 Holy Communion. 6.0 Evensong & Sermon, Preacher, The Dean.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject, "Adam and Fallen Man" Wednesday Evening Meeting at 6.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

Seventh Day Adventist Hall.—7, Duddell Street, Sunday May 6th, at 8.30 p.m., sermon given by Pastor Lyman W. Shaw, "Two Men Went to Heaven and Came Back Again, What Did They Say About the Place?" You are Welcome.

ST. ANDREW'S CHURCH.

4TH SUNDAY AFTER EASTER.

Ninth Annual Sunday School Festival.

8.15 a.m. and 12 noon. Holy Communion.

11.00 a.m. morning prayer and Sermon; Preacher, The Vicar. 6.00 p.m. evening prayer and Sermon; Preacher, Rev. H.V. Koop M.A.

The collections at all the services will be in aid of Dr. Barnardo's Homes.

Monday evening, 6.00 p.m. Scripture Union meeting. Speaker, Mr. P. Sands M.A.

Tuesday 2.45 p.m. Mother's Union. Speaker, Mrs. Rogers, who will talk on Canton.

THE REBELS!

GO OUTSIDE U.S. FOR WIVES.

London, Apr. 8.

The Athens correspondent of the Daily Express states that 600 young American bachelors of Greek parentage have landed at Piræus. They have come to seek Greek wives, thus making a sentimental journey of colossal proportions. The bachelors say they could not get on with American girls, whom they found too exacting and frivolous. They want to take back to America wives who are sensible and modest in dress, do not use lipsticks, and have long hair.



Reiss, Massey & Co., Ltd.
DISTRIBUTORS.

Exchange Bldgs., Tel. C.671

Best Brand in the Market.

NEW

AX-BEER

This beer makes you more Cheerful and Vigorous.

SOLE AGENTS:

MITSUI BUSSAN KAISHA, LTD.

Lammert's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,
the 8th May, 1928,
commencing at 5.15 p.m.

at their Sales Room, Duddell Street

A VALUABLE COLLECTION OF POSTAGE STAMPS,

including—
Rare Hongkong, China and Macao, etc.

Catalogues will be issued.
On View from Monday, the 7th May, 1928.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hongkong, May 1, 1928.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on WEDNESDAY,

the 9th May, 1928, commencing at 2.30 p.m., at their Sales Room, Duddell Street

A Large Quantity of Valuable Household Furniture.

Comprising:—

Teak Bookcase, Hatstand, Cretonne Covered Couch and Armchairs, Glass Cabinets, Desks, Office Chairs, Clothes Hanger, Gramophones, Records, Carpets, Rugs, Oil Paintings, Pictures, Ornaments, Crockery, Electric Table Fans, etc., etc.

Teak and Oak Dining Tables, Dining Chairs, Sideboards with Bevelled Mirrors, Dinner Waggon, Ice Chests, Dinner Crockery, Glass Ware, Cutlery, Kitchen Utensils, etc., etc.

Teak and Iron Bedsteads with Mattresses, Teak and Oak Wardrobes with and without Mirrors, Chests of Drawers, Dressing Tables, Washstands, Chamber Stands, Side Tables, Toilet Crockery, Commodities, etc., etc.

Also

A Quantity of Blackwood Furniture.

Comprising:—

Teapots, Curio Cabinets, Marble Top Round Table, Marble Top Stools, Chairs, Joss Tables, Opium Stools, Jardiniers, Folding Tables, etc., etc.

And

1 "White Frost" Refrigerator.
2 "Remington" Typewriters.
1 American Ice Chest.
1 "Morrison" Cottage Piano.
2 Enamelled Baths with Fittings.
Catalogues will be issued.

On view from Tuesday, the 8th May, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.
Hongkong, May 2, 1928.

"I'm" said the actor (viewing the bed-sitting room), "the window is very small. Wouldn't be much good in an emergency."

"There isn't going to be no emergency," said the landlady firmly. "My terms is weekly in advance."



HOTEL SAVOY AND METROPOLE

SPECIAL SUMMER RATES

A few Rooms still available.

Your inspection is cordially invited.

Excellent Cuisine,
Central & Cleanliness.



HOTEL METROPOLE

AMATEUR DEVELOPING AND PRINTING

EXPERT WORK. PROMPT SERVICE.

SUN KWONG

Kowloon Hotel Basement No. 3.
KOWLOON

Steel rails on a north and south track last longer than those laid east and west, because the magnetism generated by the train-friction is undisturbed in the former case, while in the latter it is resisted.

A ROMANCE OF LONDON



WITH
ALICE JOYCE
and
NORMAN TREVOR

a
Paramount
Picture

ADAPTED to the screen from the story by Michael Arlen, author of "The Green Hat"

ADOLPH ZUKOR and JESSE L. LASKY PRESENT

ADOLPHE MENJOU IN "THE ACE OF CADS"

COMING TO THE
QUEEN'S TUESDAY & WEDNESDAY
Usual Times & Prices

P. T. FARRELL

Consulting Engineer & Manufacturers' Representative.

Agencies for:—

Bollinder's Crude Oil Engines Marine, Stationary and Lighting.

"WYANDOTTE" Boiler Cleaner and Cleanser.
King's Building, Top Floor.

Telephone Central 4422. Telegraphic Address "FARREING"

The Polytechnic Institute of Zurich has a clock which does not need winding. Its power is provided by a mechanism set in motion by every change of two degrees in temperature.

The stocking trade of Leicester (England) is in such need of trained labour that the firms put their names down months beforehand to secure girls from the elementary schools as learners.



Peter's Milk Cocoa saves time and money!

With Ordinary Cocoa

you must buy three things—



With Peter's Milk Cocoa

you need nothing but HOT WATER



full cream milk and pure sugar already in it

Crosse & Blackwell's



The Bathing Picnic Season is here. See that San Chova is included in your tea basket.

It makes delicious sandwiches—Something really different from the ordinary fare.

It is also a Crosse and Blackwell product, so you may be sure of its goodness. Yet it costs no more than any ordinary fish paste—and it's British!

San Chova

The New Fish Paste

JUST ARRIVED
FINEST SELECTION
OF BEST

TENNIS RACKETS

SLAZENGER'S

"Primoris"

"Anderson"

"Egm"

"Meteor"

SPALDING'S

"Gold Medal"

"Balmoral"

"Vantage"

"Claremont"

CALIFORNIA

"Challenge Cup."

Model "A."

Model "B."

"Berkeley."

"Bear."

1928

SLAZENGER'S & SPALDING'S
TENNIS BALLS.

THE SINCERE Co., Ltd.

MR. ALLERY AGREES TO LEAVE.

UNDERTAKING GIVEN IN COURT.

Mr. William Adrian Allery, like a General in command of his troops on the South-Eastern front from Brixton to Wandsworth, spent an anxious morning at headquarters—180, Brixton-road, waiting for news from the front line trench.

Before the Chancery Division of the High Court, his adjutant, Mr. John Duncan, was putting up a great fight for victory and £60,000,000—many countries have waged bitter wars for less.

Mr. Allery was composed but a trifle nervous. He would light a cigarette and pass his finger over the map on his table. Now and then he would have a brief conference with Mr. Bowes, his Chief of Staff, or another high officer.

A "soldier" guarded the door. The house next to his G.H.Q. was in ruins. Mr. Allery's own front garden was a sad wreck. Pieces of wood, old doors, and jam jars disfigured the lawn. Even the roof of his headquarters looked as if it might decide to collapse any moment.

A few schoolchildren crowded round the entrance and whispered in an excited manner between furtive glances at the great man whose head was just visible through the window.

The Guard's Challenge.

"Who goes there?"

A smart challenge from the guard brought me to an abrupt halt. The door was locked and barred.

"Wait a moment and I will see," said the guard when the business was explained. A moment later I was taken in by an officer to the General.

"I am waiting for despatches," said the General. "This will be a fateful day."

And sure it was. Minutes dragged on. Mr. Allery was getting hungry, but he bravely decided to carry on until he could confer with Mr. Duncan.

When high issues are at stake, it is particularly disagreeable to be kept in suspense.

At last the communique was ready.

"We shall evacuate," the General proclaimed dramatically. "I shall withdraw my G.H.Q. 100 yards to the South in Normandy-road."

"But, for added safety, I will also have another building in readiness whither I may retire with my staff in emergency. This will be in Wandsworth-road. I have discovered an uninhabited house next to a pawnbroker, which my agents are now reconnoitring."

This sounded really warlike.

"When will your troops advance to take this new point?"

"Not to-day," said the General wearily. "I don't feel like it. Tomorrow, I expect; but I shall not evacuate Brixton-road until my men have taken possession."

Efforts to Obtain Extension.

When the motion for an injunction by the Ecclesiastical Commissioners came before Mr. Justice Eve in the Chancery Division, Mr. Archer, K.C., for the Commissioners, said that Mr. Allery conceived that he had some claim to a small part of the Commissioners' estate, consisting of the whole of Brixton among other places, and he was asserting his claim not in court, but by taking possession of vacant buildings.

He had taken possession of 180, Brixton-road, a building which the Commissioners were converting into offices at a cost of about £16,000.

It was desirable to do something effective that day, and he asked for an order to restrain Mr. Allery and Mr. Bowes remaining in possession.

Mr. Archer read an affidavit by Mr. Harold Thrift-Morrett, one of the managers to Messrs. Clutton, agents for the Commissioners, in which he stated that Nos. 180 and 182, Brixton-road, never formed any part of the Angell Estate.

Mr. John Duncan, for Mr. Allery and Mr. Bowes, said that he would give an undertaking that they would not interfere with the tenants paying their rents, and would also undertake not to trespass on any further property, but that undertaking would not apply to 180, Brixton-road, which Mr. Allery claimed to hold.

Mr. Justice Eve said that 180, Brixton-road formed no part of the Angell Estates, and possession of a house on another estate was not a legal assertion of an alleged title to the Angell Estate.

Mr. Duncan subsequently stated that he was instructed to undertake to give up possession.

Next Term.

Mr. Justice Eve said that the motion would stand over until the second motion day next term, on the respondents undertaking to vacate the premises on or before

CONDEMNED PARDONED.

ANCIENT SPANISH CEREMONY.

Madrid, Apr. 6.

With ancient ceremony King Alfonso to-day granted a pardon to three men who had been condemned to death.

The King and Queen and Court clothed in the severest garments attended a public service in the morning at the palace. The kneeling monarch prayed audibly at the moment of the consecration, after which the Patriarch of the Indies carried to him a tray bearing the petitions of the condemned tied with black bands.

The patriarch said: "Sire, the justice of earth has condemned them to the extreme penalty. Do you pardon them?"

The King: I pardon them that God may pardon me.

Immediately the black bands were changed for white as sign of pardon.

March 31, and he was prepared to add that this would be without prejudice to any claim to be entitled to the Angell or any other estate.

Mr. Justice Eve also made a term of the undertaking that £140 paid into the bank should not be withdrawn pending the further of the motion.

Later in the day Mr. Duncan applied to the Court of Appeal for an extension of time in which to give up possession, but the Master of the Rolls announced that he was an Ecclesiastical Commissioner and could not bear the application.

Mr. Duncan accordingly went to another Court, where he renewed his application. He said that having got his client out, the Ecclesiastical Commissioners would not proceed further with the action. He wanted to put the Commissioners to proof of their title.

Lord Justice Scrutton said that the order of Mr. Justice Eve was the only proper order.

The other members of the Court concurred, and the application was dismissed.

MORE FOOD SPACE



MORE for your dollar— in a Kelvinator

Let's get down to facts about this question of Kelvinator prices.

You know that when you buy a Kelvinator you get something better. But do you know that you get it for less money, and get something bigger as well?

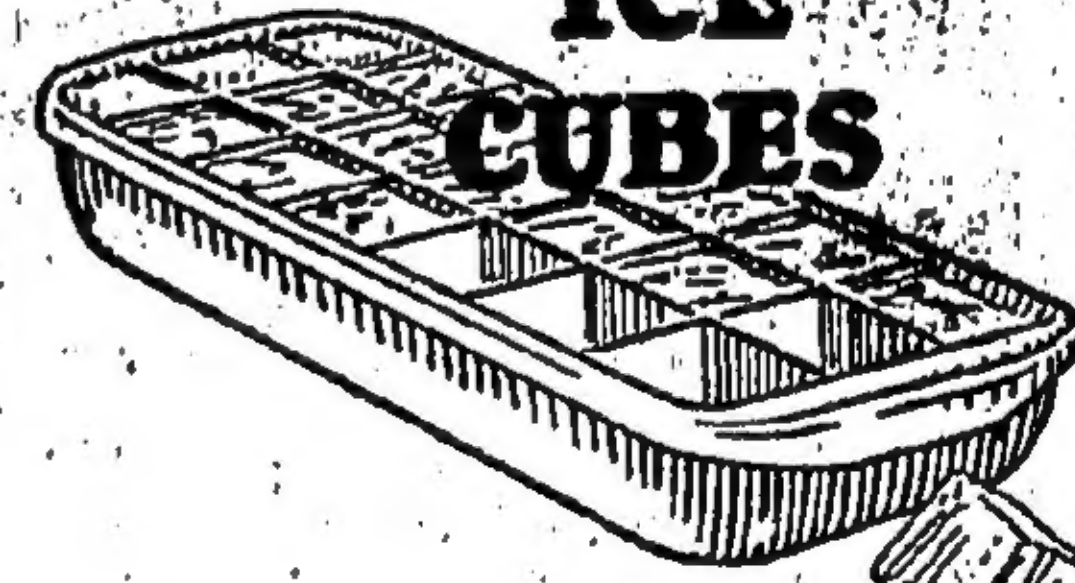
Dollar for dollar, Kelvinator gives you greater food capacity—more ice cube capacity—more downright quality

and beauty combined, than any other system you can buy.

Model for model you will find Kelvinator prices actually below others.

This being the case—and it is—why be satisfied with any other system but Kelvinator? It costs less at the start; much less in the long run, and there's an attractive household budget purchase plan for those who desire to use it.

MORE ICE CUBES



Moderately
Priced
Convenient
Terms

CALL AND INSPECT THE LATEST MODELS AT:—

The Hongkong & China Gas Co.'s

SHOWROOM

16 Des Voeux Road Central,

or the Offices of

REISS MASSEY & CO., LTD.

Exchange Building,

Tel. C.873.

Use this
coupon
for details

I want to know all about Kelvinator's advantages and Kelvinator prices

Name

Address

MAKING HIM GROW



Baby can sit up now on his own and when he smiles you can distinctly see those two teeth which mother thinks are two wonders of the world. You would never suppose, if you picked him up and felt how solid he is, that there were quite a lot of dreadful weeks when he was pale and pinched and peaky. It was "Lactogen" and nothing else which made the change.

"Lactogen" makes a change in a delicate child, sometimes after the very first feed. The reason for this is that the child is at last being given something which he can digest. And "Lactogen" is the essence of milk. It is prepared from the milk of picked cows when this milk is new and warm and creamy. If you are in any doubt about baby's food, try "Lactogen." Don't delay another day—try "Lactogen."

LACTOGEN

REGD TRADE MARK

A Nestle's Product.

THOS. COOK & SON, LTD.

(INCORPORATED IN GREAT BRITAIN)

TRAVEL
BANKING



INSURANCE
FREIGHT

PEDDER BUILDING, PEDDER STREET,
HONGKONG.

(Telegraphic Add: "Coupon"—Telephones C.524 & 525).

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HONEYMOON TRIP CATASTROPHE.

BRIDEGROOM LOSES HIS
MEMORY.

Sydney, Apr. 5. Suffering from loss of memory, cold, hungry and dishevelled, Mr. Hunter Loder, a pastoral inspector of Western Australia, and formerly of Singleton, was found at Klama today. He had been missing since March 16th. Although he did not explain much of what had occurred to him since he started wandering about, his torn clothes, his pallid cheeks and heavy growth of whiskers were a pitiful indication of his condition.

Mr. Loder was on a honeymoon visit to Sydney and was staying at Petty's Hotel. On the afternoon of March 16th, he left the hotel to draw a considerable sum of money that was awaiting him at the office of the Australian Investment Company, and he arranged to meet his wife an hour later in the city. He did not collect the money or meet his wife, and he was reported as lost. Police stations throughout the State were informed of his disappearance, but no sign of him was seen until today, when a man informed the Klama police that he had seen a man sleeping among the rocks on a rugged part of the coast about a mile and a half from Klama.

The police visited the spot, and found the man, and brought him to the police station. He said that he remembered walking endlessly, and that he decided to live among the rocks, as the wild seashore appealed to him. He had bought some food a few days previously—how long before he did not know—but he had eaten it all, and he was now hungry. It had been cold during the nights, with the wind blowing off the sea.

From articles in his possession and from the description that had been circulated, the police identified Loder, and no time was lost in notifying his bride. To-night Loder's condition, following on food and attention, was reported to be improving.

£5 FOR BREACH OF PROMISE.

"LIQUIDATING LOVE IN
CASH."

Damages of £5 were awarded Miss May Collymore, of Clapham Park, in the suit for breach of promise brought by her against Mr. J. H. N. G. Johnson, Dulwich Common. The Judge made no order as to costs.

Mr. Justice MacKinnon in his summing-up said to the jury: "You are asked what is the cash value of what Miss Collymore has lost. Of course, in one sense the very existence of this form of action is something of an absurdity. Many people think it ought never to exist. The process of liquidating love in cash, to use a phrase of Mr. Cope Morgan, (for Johnson), is in its essence an absurdity, but the action does exist."

"What has she lost by losing that which he promised to give her, if part of that which he promised was the satisfaction of marrying a man in comparatively ancient circumstances—one who had a certain £500 a year and the prospect of still further means? So far as I can make a rough calculation, he was inferring that very shortly his income would be over £50,000 a year."

Mr. Cope Morgan, in his submission for Mr. Johnson, said: "I am not saying that the defendant is a lunatic, but no one who knew him intimately would suggest that he is of strong mentality. When the engagement took place he was terribly in love and terribly tied to his mother's apron strings."

"Mr. Johnson is a young man constitutionally unable to speak the truth," said Mr. Cave for Miss Collymore. "He makes Ananias seem almost like George Washington."



LOOK SMART AND GET
A GAGE HAT
AT
ANTOINETTE
5, Duddell Street.

SLANDER ACTION FAILS

UNANIMOUS VERDICT FOR A
NEWSPAPER.

An action for damages for alleged slander brought by Elizabeth McNulty, of McIntyre-street, Anderson, Glasgow, against Messrs. D. C. Thompson and Co., Dundee, publishers of the "Glasgow Weekly News," failed in the Court of Session, Edinburgh.

The woman, who claimed £250, stated that on March 13, 1926, an article appeared in that paper in the following terms: "Running away from home, following a scolding, Elizabeth McNulty, a 23-year-old Anderson girl made three attempts to reach either Canada or America. Disguised in men's clothes she stowed away three times before she succeeded in crossing the Atlantic only to be trapped as she was attempting to leave the vessel. She has just returned to Glasgow, and below relates her adventures in Liverpool, where she was caught in a Chinese gambling den."

Messrs. Thompson held that the article was a narration of fact;

FOOTBALLER TURNS MINISTER.

NOT INTERFERING WITH
HIS GAME.

London, Apr. 5. James Jackson, who was Liverpool's outstanding player in the latter's victory over Huddersfield on Saturday, at right full-back, has accepted the position of honorary assistant minister to the Rev. Gordon McLeod at the Presbyterian Church, Liverpool.

Jackson has been studying for the ministry for some years and during his stay in Liverpool he has preached at many places of worship. His new appointment will not interfere with his football which he will continue until he has completed his theological studies.

That the name and description of the narrator, Elizabeth McNulty, were accurately given; that the article had no reference to plain-diff, and that she could not be reasonably mistaken for the person whose experiences were narrated.

The jury returned a unanimous verdict for Messrs. Thompson.

"REDS" AND NAVY.

ATTACKING THE LOYALTY OF
THE LOWER DECK.

The attention of the Portsmouth police and the naval authorities has been called to the insidious attempts of the part of "Red" propaganda to undermine the confidence of the lower deck in the Naval Welfare Conference, which meets in April at Chatham.

While the representatives of the lower deck have been meeting at the three home ports to formulate class and general requests for the consideration of the conference, Communist pamphlets have been put into circulation both in the Fleet and the shore establishments regarding conditions of service in the Navy. It has been suggested that the various branches of the Service should form their own Trade Unions, and that special pay should be claimed for ceremonial occasions.

The object of the pamphlets is obviously to create dissatisfaction, but the effect has been to make the port representatives doubly careful that nothing should creep into their requests which would savour of "Red" propaganda.

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Liquid or Paste

Polishes the floor, linoleum, furniture, etc., quickly and thoroughly, leaving a hard, glossy, antiseptic surface. A more brilliant and lasting polish can be obtained with a Johnson Electric Floor Polisher which can be hired or bought at your neighborhood store.



Johnson's Wax is for sale at all grocery, hardware and leading stores.

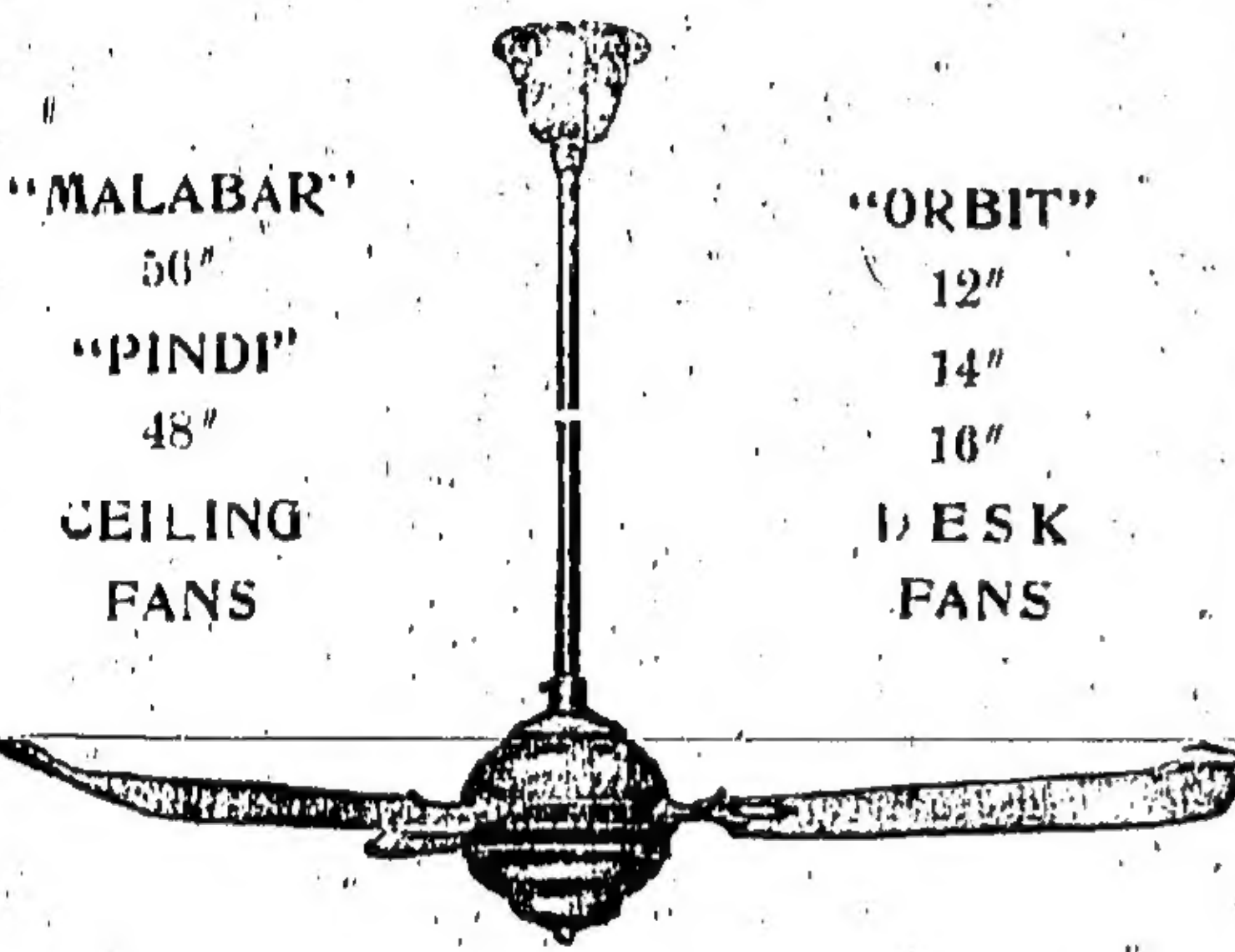
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THE NAVY'S CHOICE**Cates**

ORIGINAL

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OBTAINABLE.

EVERYWHERE.

TO-DAY'S FILMS.**LAST SHOWINGS OF NAVAL EPIC.**

The famous British naval film, "The Battles of Coronel and Falklands Islands," is being screened for the last time to-day, produced with full co-operation of Admiralty, this picture presents a magnificent spectacle of naval warfare which should on no account be missed. An additional attraction is provided by a special Pathé gazette, "Our British," showing the Empire's fighting forces in action, during which Miss Doris Woods sings "Land of Hope and Glory," the audience joining in the chorus.

W. Griffith Film.

"The White Rose" at the World Theatre is a story which has the colourful background of the Southern States of America. Ivor Novello and Mae Marsh are the leading players in this drama of love and human passions. "The White Rose" was directed by D. W. Griffith and ranks with his other famous productions, "Way Down East," "The Birth of a Nation," and "Orphans of the Storm."

Broken Dam Thrill.

"Hell Bent For Heaven" at the Star Theatre is a story of the revival of an ancient family feud in the Carolina mountains. The climax of the picture where the dam is exploded and the flood breaks loose, is extremely well done. Patsy Ruth Miller and John Harron head the capable cast.

STRIKE THREATENED.**COTTON DYERS MAY WALK OUT.**

London, May 4. The trade unions of the dyeing industry have issued an ultimatum to the employers declaring that failing a satisfactory settlement of the wage dispute by the second payday in June, they will instruct their members to cease work.

AVIATION DISASTER.**JAPANESE PLANE CRASHES ON TRIAL FLIGHT.**

Tokyo, May 4. Japan's largest passenger plane, built by the Department of Communications, crashed on its trial flight, killing the pilot and seven passengers, mostly mechanics.

LETTER GOLF.

L	E	N	T
F	I	S	H

1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.

2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.

One solution is printed on another page of this issue.

BOY SCOUT COMMISSIONER DECORATED.

Photographs taken in the grounds of Government House on Wednesday, when H. E. the Governor decorated the Rev. G. T. Waldegrave, Boy Scout Commissioner, with the Silver Wolf, conferred by the Chief Scout. (Photos:—Mee-Cheung.)

OUR DAILY TALK ON HEALTH.**BIG PROBLEM OF THE FUTURE.****CRIPPLED CHILDREN.**

The word "cripple" comes from an Anglo-Saxon word meaning to creep and from the word "dwarf."

From the earliest times, cripples were cruelly treated. It was customary for superstitious persons to attach them an "evil spirit."

The tribes that travelled about found the cripple in the way and endeavoured to lose him.

Only in modern times has humanitarianism changed the attitude of man toward the defective so that today efforts are made to rehabilitate the disabled and to make them capable of becoming self-supporting individuals.

A small hospital for the crippled was opened in Boston in 1839, and a hospital for the ruptured and crippled in New York City was established in 1863. Since that time, American surgeons have given special study to these problems. A school for the education and industrial training of crippled children was opened in Boston in 1893. Today there are hundreds of competent surgeons in the United States who devote all of their time to the care of the crippled.

Dr. Robert B. Osgood has recently surveyed the legal situation of the crippled child. In 1897 the state of Minnesota passed the first legislation representing acceptance by the state of its responsibility for the treatment and care and education of the crippled. New York followed in 1900 and Massachusetts in 1905.

In 1925 the state of New York passed a law which requires that all children who are physically handicapped must be reported in the annual school census each year. Ohio, Pennsylvania, North Dakota, Michigan, Kansas and West Virginia now have enlightened legislation for the control of this problem.

Many of the great philanthropic foundations give special attention to the crippled. Masonic groups, Elks, Rotary clubs and Kiwanis

"THE ACE OF CADS."**ADOLPHE MENJOU'S LATEST PICTURE.**

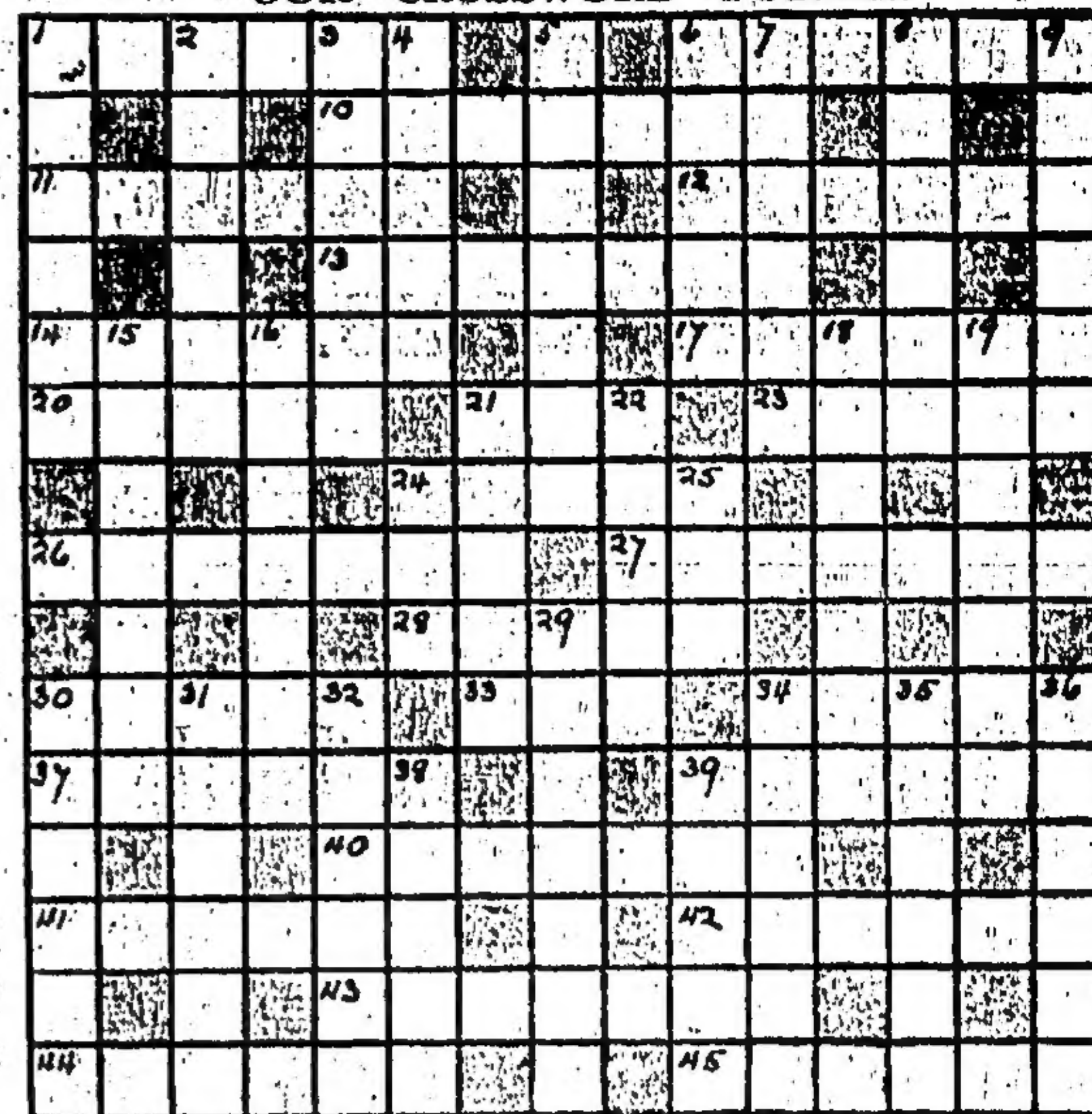
"The Ace of Cads," taken from the story by Michael Arlan, is the title of a new picture starring the popular Menjou which will be screened at the Queen's Theatre on Tuesday and Wednesday next, according to a special advertisement in this issue. The story, briefly, concerns a young officer of a Guardia regiment who loves a beautiful woman and whose affection is returned until he is found in questionable company. Unknown to either, the discovery has been "framed" by a mutual friend of the lovers. The engagement is broken off, and the young officer, later seen in a brawl, is dismissed his regiment. Twenty years have passed and the love of his youth still remains. How these two are brought together and finally reconciled is admirably told and makes the picture one of absorbing interest throughout, the scene where Menjou depicts himself as the betrayer, and his friend the betrayed being an extremely convincing and dramatic piece of acting. In addition to Adolphe Menjou, "The Ace of Cads" has a strong cast which includes Alice Joyce, heroine of "Beau Geste," and Norman Trevor, the English actor.

clubs are also, especially interested in the care of the crippled children.

Medical research has begun its attack on the problem with the newer investigations on the development of the bones, whereby rickets is largely overcome. Tuberculosis is being prevented on a larger and larger scale. Infections of the bones and joints are being attacked with all of the armamentarium of modern science.

The big problem of the future is the control of one of the most dangerous of all crippling diseases, infantile paralysis. Specialists have become aware of the dangers of unrestricted manipulation during the state of acute inflammation.

With proper handling, the amount of crippling in this disease may be greatly diminished.

OUR CROSSWORD PUZZLE.

- Across.
- Weights used in weighing precious stones.
 - Elapsed.
 - Distinctions.
 - Web-footed oceanic bird.
 - Consequences.
 - Medley.
 - Elevated.
 - Streak.
 - Oozes.
 - Not many.
 - Having a side.
 - World of spirits.
 - Issued.
 - Leading.
 - Absorb.
 - Inhume.
 - Female hare.
 - Worship.
 - Pertaining to bodies at rest.
 - Forbear.
 - Meddler.
 - Apparatus for bolting.
 - Exile.
 - Refuge.
 - Withstand.
 - Prevails.
- Down.
- Pranks.
 - Sell in small quantities.
 - Subjects of discussions.
 - Furnished with a sole.
 - Revolved.
 - Pragmatic fellows.
 - Person's belongings.
 - Inscapable.
 - Basten.
 - Indisposition.
 - Small species of sturgeon.
 - Fillets of silk.
 - Travelling chapmen.
 - Withered.
 - Piece of metal used in splitting wood.
 - Border.
 - Ply with love.
 - Thieves.
 - Line drawn on a map.
 - Tablets.
 - Additional clauses.
 - Combine with air.
 - Lubricating.
 - Produces pictures on a steel plate.
 - Mark made in writing.
 - Preclude.

Yesterday's Solution.

T	A	M	E	S	P	A	S	M	E	S	T
A	L	O	E	C	A	T	E	S	A	L	E
S	T	A	R	E	M	E	D	E	S	E	S
S	E	T	T	E	R	A	L	E	R	E	D
A	W	E	L	L	O	E	S	E	S		
S	E	R	I	P	E	D	A	N	E	S	T
A	R	E	N	A	N	E	P	E	R	A	T
I	N	T	I	M	E	N	E	L	E	S	
L	A	T	T	E	R	E	N	A	T	I	O
S	K	A	N	E	R	E	R	E	D	S	
N	B	A	S	E	D	E	S				
T	R	I	G	G	E	R	N	O	T	A	T
R	A	R	E	A	T	L	A	S	E	S	
I	C	O	N	S	H	A	M	E	C	R	I
P	E	N	T	T	R	E	S	E	S		

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A NOVELTY.

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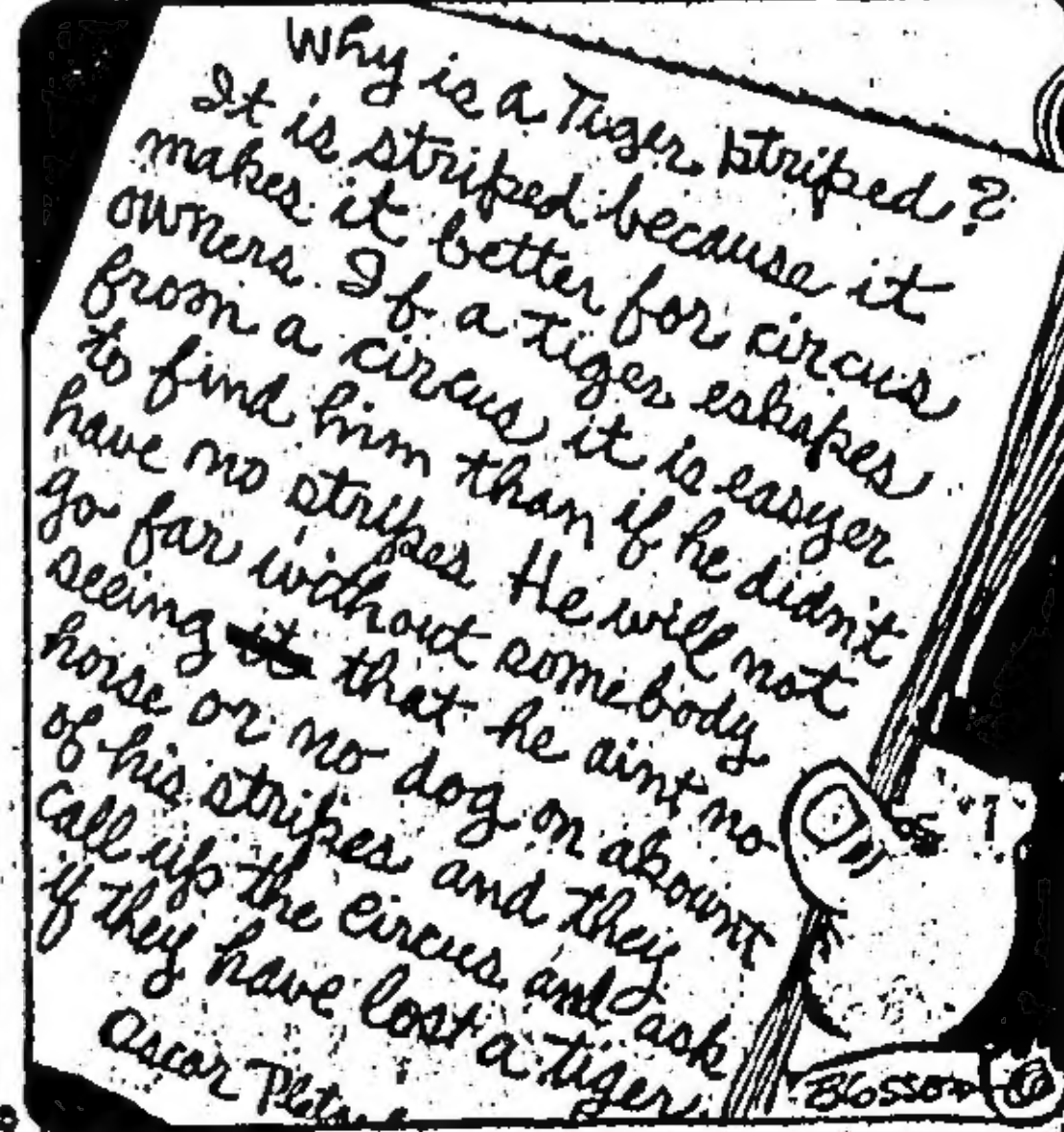
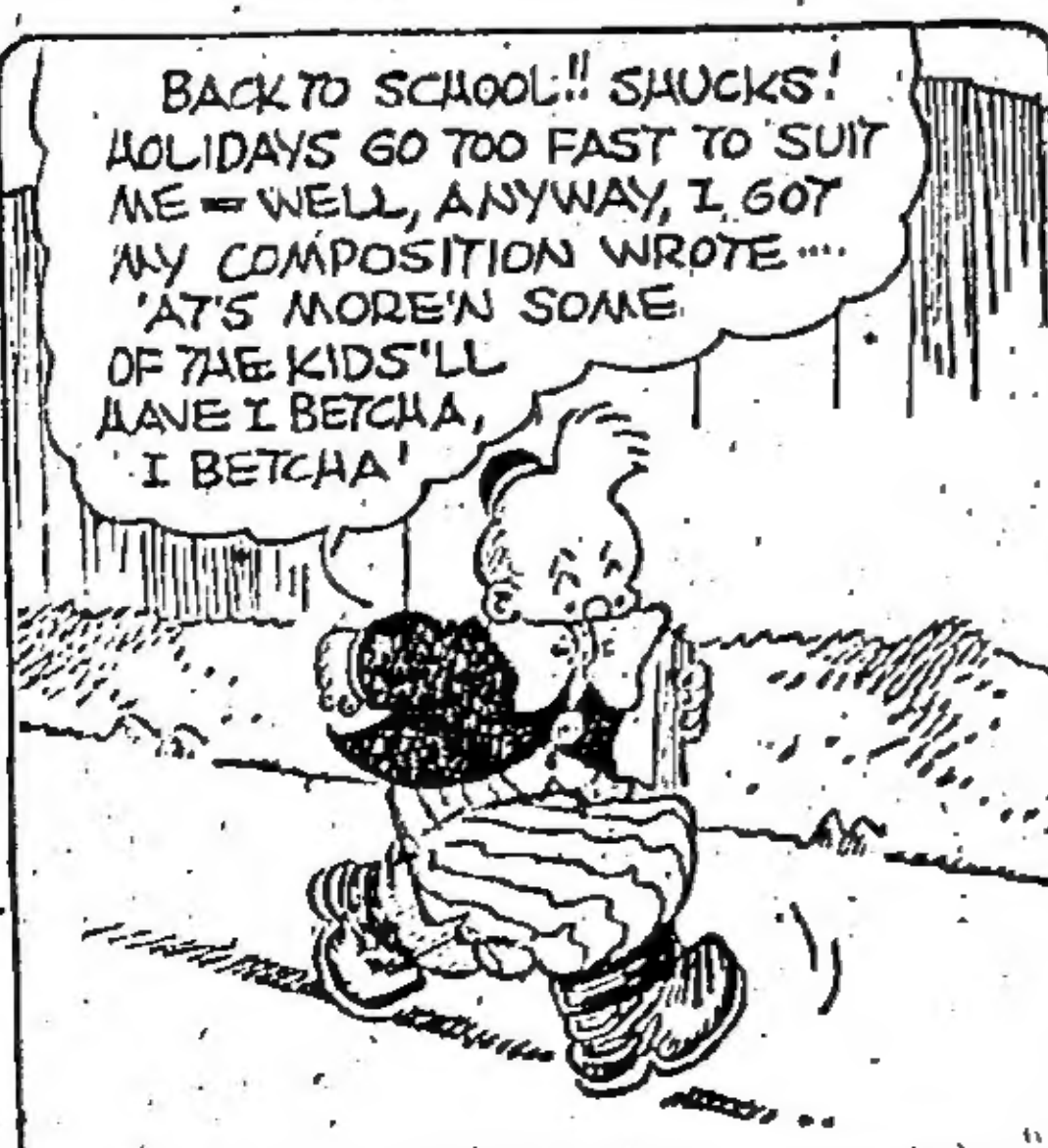
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OF ELECTRICITY
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16/19 CONNAUGHT ROAD, C.

The
Hongkong Telegraph.

SATURDAY, MAY 5, 1928.

THE TSINAN CLASH.

Events of extreme gravity are happening in Tsinanfu, the capital of Shantung, as an outcome of which a clash has occurred between the Nationalist forces and the troops which Japan sent to the city for the protection of her nationals. The news which came through on the subject yesterday was most surprising, after the previous day's reports that the Japanese commander had had a very cordial conversation with Marshal Chiang Kai-shek which, it was hoped, would have dissipated any fears of trouble consequent on the arrival of the Japanese forces. The latter were evidently quartered in the big trading quarter known as Shangpu, where most of the 2,500 Japanese residents of Tsinanfu live and do business. The Japanese section had been barricaded off, in view of possible trouble, but so well had the Nationalist troops behaved that the wire entanglements were, the day prior to the clash, removed. As a consequence, the Chinese were given easy access to the centre. At the moment of writing, it is not possible to say with certainty how the disastrous conflict which resulted in so many casualties originated. By the time these lines appear in print, however, it is probable that further light will be shed on this point. Taking such reports as we have before us at present, there are two explanations. One is that indiscriminate firing and looting made it necessary for the Japanese to intervene in protection of the lives and property of their nationals. The other is that a mild dispute occurred between the Chinese and Japanese troops which subsequently developed into a regular battle.

It is worth recalling that a Reuters message received on Thursday evening definitely stated that the Nationalist troops were looting Japanese stores, whilst another cable from the same source suggested that firing on both Japanese and Chinese civilians was occurring. Yesterday morning, a British naval wireless message categorically stated that the Nationalist forces had run amok, that they were firing and looting indiscriminately, and that there was danger of a clash with the Japanese. This was before the news came through of the seven-hour battle, as a result of which

the Chinese troops suffered some eight hundred casualties, and during which not only did the Japanese suffer military losses but many of their civilian nationals were also killed. Chinese reports, however, perhaps somewhat naturally lay blame for the trouble on the Japanese. They are to the effect that some unarmed soldiers endeavoured to pass a road where the Japanese were on guard, and that when the latter would not permit them to pass they resisted, following which the Japanese are alleged to have opened fire. Later, Nationalist reinforcements are said to have come up and the real fighting began.

Until more detailed reports come to hand, it would be unwise to dogmatise on the origin of the trouble. Each side will no doubt endeavour to show that the fault lies with the other. We can afford to wait authentic news. In view, however, of the protest which was originally made by the Nationalists when Japan decided to dispatch troops to the city, we may be sure that the Japanese commander would take every care to do nothing likely to end in a clash at arms. For that reason, we are at the moment inclined to discount the suggestion that the Japanese started the trouble by firing on unarmed Chinese soldiers. That a situation of much gravity has been created by the happenings, there can be no doubt. The point is how the Japanese Government and people, and the Nationalist Government, will react to the developments. Japan is just now faced with an internal political crisis, and this may have some effect on her attitude, although in view of the keen national spirit of her people we cannot imagine that the affair will be permitted to blow over. Equally, it must be remembered that in its Note of warning the Nationalist Government was at pains to state that serious consequences might arise from the despatch of Japanese troops, the responsibility for which it would be difficult to determine. Whatever happens, we may expect the events of the next few weeks to be fraught with serious possibilities. All we can hope is that the feelings of either side will not be permitted to get out of bounds.

Tung Wah Eastern Hospital.

In these days of depleted purses, the prospect of the construction of a new hospital in the eastern district of Hongkong, the cost of which will be borne by the community, is an august tribute to the spirit of philanthropy which has always animated the well-to-do among Hongkong Chinese. As an offshoot of the Tung Wah Hospital, it is integrally connected with one of the finest contributions of public-spirited Chinese to the welfare of the poor and needy. The Tung Wah Hospital is a synonym for good management and good works, and illustrates the inherent greatness of heart of the Chinese in a way which no other institution in this Colony can claim. In the course of nearly 60 years, the work of the Tung Wah Hospital authorities has grown in importance until, as Sir Cecil Clementi said when laying the foundation stone of the new building yesterday, it is known and respected everywhere for its charitable activities. Such has been the energy of those chosen to seek subscriptions that a sum of over \$380,000 has been promised, and it has been possible to proceed with part of the full scheme contemplated, the building of a hospital with accommodation for about 120 beds. It is fully realised that this will not suffice for the growing needs of a district which is in the process of rapid development, but Hongkong will welcome with extreme satisfaction the fact that a start has been made. It is to be noted, however, that the achievement is solely to the credit of the Chinese, and to the Government, which has granted a most desirable and quiet site behind the Japanese Crematorium at Soekunpo Valley. Only one of five sections can at present be proceeded with owing to lack of funds, and although the Tung Wah Hospital authorities are actively soliciting further subscriptions from their compatriots, it is to be hoped that the European community will view with sympathy an appeal which is likely to be launched in the near future. The care of the pauper in Hongkong cannot be regarded as the responsibility

DAY BY DAY.

WHEN CHILDREN ARE TAUGHT
RULES THEY SHOULD ALSO BE TAUGHT
WHEN THEY MAY BREAK THEM.—
James Calcutt.

Yesterday's health return shows three cases of small-pox and two each of plague and typhoid. All are Chinese.

It is notified that the name of the China Sun Motion Pictures Company, Limited, has been struck off the Register.

Mr. Eugene Corri, doyen of boxing, is the referee for the big Albert Hall fight in "The Ring," the British film which is being screened at the Queen's Theatre tomorrow and on Monday.

At the P.W.D. offices on the 21st instant there will be offered for sale New Kowloon Island Lot 1193, situated at Shamshuipo and having an area of 7,410 square feet. The upset price is \$9,263.

Tenders are being invited for an additional storey to Government Offices. The work consists of the removal of existing roof and erection of a suite of offices forming the second floor to existing building.

A concert to be given at the Diocesan Boys' School tonight will include selections by the full band of the Queen's Regiment and items by Mr. H. Glover, Mrs. G. Watts, Band-Sergeant E. Manley and Mr. John Braga.

Taking a hint from the police forces of Shanghai who wear bullet-proof protective vests in their operations against armed desperadoes, a Chinese arrested by the French police in Shanghai last week was found to be wearing a similar vest.

Captain Robert Dollar, the veteran shipping magnate, and head of the Robert Dollar Steamship Company will arrive in the Colony from Shanghai by the s.s. President Grant. He will be accompanied by Mrs. Dollar and two nieces, the Misses Dickson.

Crown land having an area of 1.84 acres, situated at Kwai, is to be sold at the District Office, Taiipo, on the 16th instant. The upset price is \$100, and the purchaser will be required to plant orange trees, pineapples and other fruit and vegetables.

The death has occurred at Chantaboon of Mr. G. Kluzer, an old Italian resident who had been in business in Siam for close on 25 years. Two years ago he sold his business to the Borneo Company. He returned from a visit to Italy, the first he had paid for many years, only three weeks ago. Mr. Kluzer was an extremely popular member of Bangkok's European community. He was a shrewd business man, and was credited with having made a large fortune during his many years of residence in Siam.

The following forthcoming weddings are announced.—Mr. J. L. Youngs, 94 Kowloon Tong, to Miss Chen Sze-ching, 2019 Tsing Wan Lane, North Szechuen Road, Shanghai; Mr. W. A. Youngs, 94 Kowloon Tong, to Miss Chow Hok-kee, 49 Lai Chee Wan, Sai-kwan, Canton; Mr. A. V. Youngs, 94 Kowloon Tong, to Miss Yung Mei-lai, Fung Yuen Nam Street, Canton; Mr. D. Fook Ching Loh, assistant Government analyst, Nga Toi Wai Road, Kowloon City, to Miss K. Kit Yung-chai, 1 Schooner Street, Wanchai.

EXCHANGE RATES.

	London, May 4.
Paris	124
Brussels	34.94
Amsterdam	12.10
Berlin	20.40
Copenhagen	18.20
Vienna	34.675
Helsingfors	18.94
Lisbon	24
Bucharest	7.85
Buenos Aires	47.13/18
Shanghai	2.74
Yokohama	1.11/13/04
New York	4.55/4.56
Hankow	32.35
Milan	16.185
Stockholm	15.225
Cairo	1.644
Prague	28.315
Madrid	3.724
Athens	5.59/64
Rio	1.75
Bombay	2.075
Hongkong	26.15/18
Silver (spot)	25.13/16
Silver (forward)	—British Wireless.

wholly of the Chinese, and we feel sure that the European response will fully indicate a willingness to assume the role of generous participants in a scheme which will prove of lasting benefit to the community as a whole.

LETTERS FROM HONGKONG.

S.—We Call At Gibraltar.

Our boat is solidly built and maintains a fairly dignified equilibrium in the water, a blessing which makes us the more tolerant of certain minor disadvantages. The bulwarks, for instance, are steel walls instead of open railings, and I take this opportunity of calling the attention of naval architects (or whoever it is designs those things) to the very circumscribed view of the passenger in the deck chair under such conditions. He cannot see the water and all that passes thereon, except intermittently when the ship is rolling, and by then he has probably lost interest in it. Again, there is very little deck space. We tried deck tennis on a narrow area outside the smoking room. It was to count a "let" if it hit the wall, the box for life-jackets, or either of the ventilators. When we had lost overboard four quarts, two odd bits of twisted rope, a ball of muslin and half a coconut, we gave it up.

Rising from my bunk at about three o'clock one hot afternoon, the activities of a violent host of inoculation bugs having been temporarily quelled by aspirin, I stood at the side of the boat searching the coast of Spain for my first view of Gibraltar. It seemed a long time putting in an appearance, so, feeling a little dizzy, I walked round to the other side, and there it lay in full view with the sun beating on its western face. We had turned to enter the bay. Behind us lay the mountains of Africa in a curiously unexpected dignity.

The first thing that strikes one about Gibraltar is the lack of grass. Nothing but a short scrub. Later you see some trees near the bottom of the rock. For the rest, the crumbling orange stone gives the place a wonderfully rich colour. The sea is a marvellous blue, clear and transparent to a great depth. The swarm of boats that came to us with fruit, chocolates and Spanish cigars, was painted in light colours, blues, greens, with an occasional line of pale red or mauve.

My inoculation kept me in a deck chair and Mary kept me company, taking charge of four children to let others get ashore. Consequently she spent the whole afternoon running round the ship on account of some innate tendency in other people's children to throw themselves overboard if not watched.

H. the Irishman, and his wife walked down the main street and bought a Spanish shawl. The circumstances of the transaction are strange and unusual (to you who know neither Hongkong nor G.I.B.). H's account differs in certain unessential details from that

of his wife, but the main particulars are these. They entered a shop marked "Prix fixe," (all the shops in Gib are marked "Prix fixe") and asked the price of the shawl.

"Ze price of zat shawl? Ah—yes, ze price of zat shawl!" The Spaniard rubbed his chin, fingered the shawl, shrugged his shoulders, and turned to his assistant to discuss the situation. Eventually he said: "You can have him for eleven pounds ten."

"I will give you five pounds for it," said H.

The salesman laughed and shrugged again. He was willing to be tolerant, even at such an absurd suggestion. He could not in any case let it go at under eleven pounds.

H. shook his head, "I'll make it five guineas if you like," he said.

"Impossible," said the merchant. "Sorry," said H. and started to lead his wife out of the shop.

"Mister," shouted the salesman after them. "Sir—one minute."

They turned back to witness a period of thought and further consultation. Suddenly the man thrust his hand out as if to greet a long lost friend.

"I tell you what I do," he said generously. "For you, I will sell for ten pounds five shillings."

"Five pounds, ten," said H. ... Eventually they got it for seven fifteen. The only discrepancy in the yarn was that H. said he clinched the bargain by crinkling the notes in front of the man's face, whereas from his wife came the perhaps more picturesque touch: when it was settled, they found they had only five pounds between them.

"That no matter," said the Spaniard readily. "I take a cheque."

Chinese civilisation can give European two or three thousand years. Yet in Hongkong there are shops where something like the above form of transaction may still, perhaps, be recognised.

A. and Dr. C. with Mrs. C. took a taxi for a drive round. They also bought three post cards. Mrs. C. a round-faced little woman with an aptitude for small talk and a distaste for jazz music which interferes with the bridge, said in her serious, rather concerned voice: "Fifteen shillings we paid. Do you think it was too much? We curled about such a lot; the town seems to go all in and out. You really couldn't tell which way you were facing. Tom, which rock was that we went to, right out at the end?"

Tom was not sure. She produced a post card. "Yes, this is the one," she said. It was the Rock of Gibraltar.

FRENCH ATLANTIC PLANE.

THREE ENGINES AND THREE CABINS.

Paris, March 30.
The Arc-en-Ciel, an aerial giant with a wing spread of nearly 80 yards, in which six French aviators will make a Transatlantic attempt some time in May, is now ready for its final tests. Comfort and speed have been combined in its construction.

It possesses three Hispano-Suiza motors of 180 h.p. each, any one of which is capable of propelling the machine alone should the other two break down. In addition all three motors can be reached with ease should any repairs be necessary. "To fly across over 3,000 miles of water with a single motor," said M. Couzinet, the young French engineer, only 24 years of age, who has designed the machine, "is an act of courage, but also of foolhardiness, almost an attempt at suicide. My aim has been to design a machine which is sure to reach its goal."

The body of the machine is divided into three large cabins one in front for the pilot and mechanic, another in the rear, fitted with tables and instruments for the observer, and a "rest room" in the centre, where the relief can sleep stretched at full length upon a comfortable mattress.

Three petrol tanks, capable of holding 6,200 litres are carried in the wings. All the body work of the machine is in wood. M. Maurice Drouhin will be the pilot, and the crew, in addition to the inventor, will include a Naval officer as navigator, a mechanic, a wireless operator, and possibly a reserve pilot. M. Drouhin was originally selected by Mr. Esquivel, prior to Captain Hinchiffe, for the return flight to America, which did not come off, and later to pilot the Oiseau Bleu across the Atlantic. This flight also did not take place.

POEMS THAT LIVE.

THE LARK NOW LEAVES.

The lark now leaves his wat'ry nest
And climbing shakes his dewy wings.
He takes this window for the East
And to implore your light he sings—
Awake, awake, the morn will never rise
Till she can dress her beauty at your eyes.

The merchant bows unto the sea-
man's star,
The ploughman from the sun his
season takes;
But still the lover wonders what they
are
Who look for day before his mis-
tress wakes.
Awake, awake, break thro' your
veils of lawn
Then draw your curtains, and
begin the dawn.
Sir W. D'Avenant.

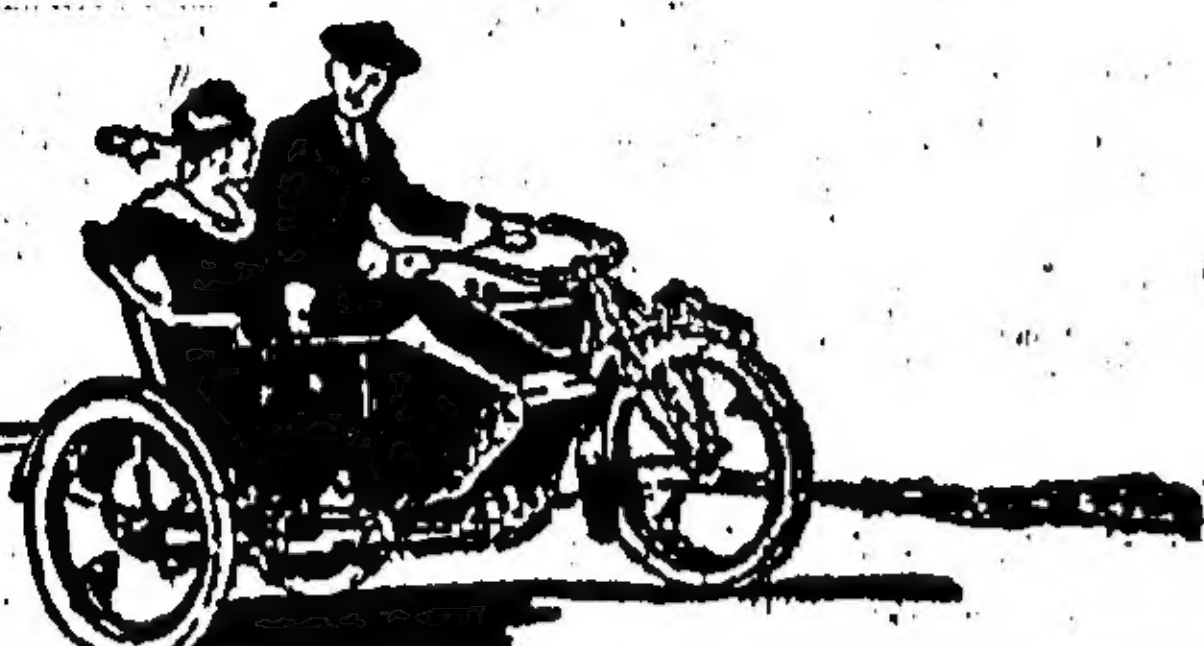
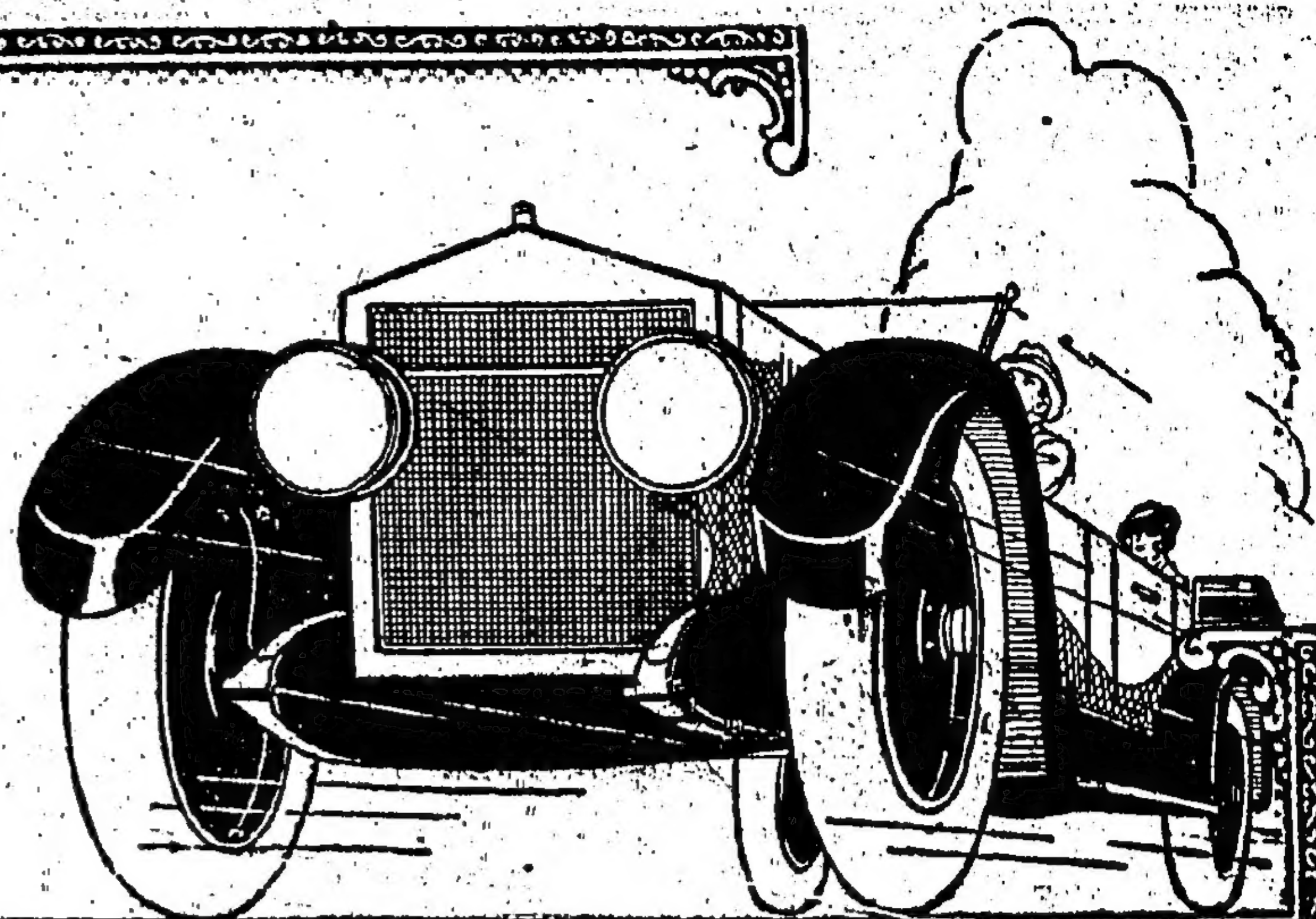
SWEDISH AGA CO.

A FAVOURABLE YEAR REPORTED.

The Swedish industrial concern AGA (Aktiebolaget Gas-Akkumulator) in Stockholm, well-known manufacturers of automatic light signals, buoys and light-houses, reports favourable results of the past year's activity. The net profit in 1927 amounted to 1.27 million Swedish kronor as against 1.06 million kronor the previous year. Another foreign branch company abroad has been started in Spain, the S.A. Therica Aga at Cadix. During 1927, the order stock has increased with 1 million kronor to 7.16 million kronor, and the total involved orders have increased by 0.70 to 7.02 million kronor. The export has risen with 22%, while the home consumption remains practically the same. The head of this company is Dr. Gustaf Dalen, the famous inventor and Nobel prize-winner of Sweden.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY 5th MAY, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Magazine Gap.

It is with pleasure that we can report the start of the actual work of excavating the hillside corner at Magazine Gap in connexion with the much-to-be-desired road improvement at that spot. Work was commenced on Monday last and a good-sized "bite" has already been made into that part of the tennis court attached to the house of the Commissioner of Customs which is required to be straightened out the road. Thus we are well on the way to seeing the removal of one of the most dangerous corners on the Stubbs Road. Good progress is also being made with the big scheme in hand by the Naval Hospital and Wesleyan Church, and at the moment there is a fair amount of interruption caused to traffic by trucks transporting the "spoils" earth across the roadway. This temporary inconvenience can be cheerfully borne when one has in mind the great improvement that will result.

Peak Garages.

There has been quite a lot of critical comment made by motor car owners on the Peak regarding what they describe as the selfishness of the Government in reserving the use of the public garages there for civil servants. It is stated that during the past few months there have been one or two such garages vacant and that when enquiries have been made by private residents with the object of renting them, such residents have been informed that the vacant garages were being reserved for certain Government officials who were either due to return from home with a car or who contemplated buying one. It is contended that this discrimination is contrary to the spirit of the announcement of the Government when the garages were being erected, namely, that the garages were to be public and for the benefit of Peak residents generally no matter whether they were civil servants or not. If it is true that this discrimination has been shown we think the Government has laid itself open to the charge of creating special privileges for its servants. This question of garage accommodation on the Peak will doubtless be largely solved when the garage being built by the Hongkong Land Investment Company is completed, but nevertheless we do think that if a Government garage is vacant it should be rented to the first applicant and not left empty for months just because a civil servant might be wanting it later. The large number of Peak residents who are forced to garage their cars down town and have them driven up in the mornings bears testimony to the fact that further accommodation has been and still is badly needed.

The Austin Owners.

As there are probably 60 or 70 Austin-7 cars in use in the Colony, owners of these handy little vehicles will doubtless be interested to hear that there is being advertised in some Home journals a simple contrivance whereby the length of the gear-shift lever is extended. This extension clips on to the existing lever and enables all forward gear changes to be made without the driver having to lean far forward. The price which Messrs. A. W. Gamage, Ltd., are asking for this device is only 6/6d.

New Taxicabs.

The ten Clyno taxicabs ordered through Messrs. Lane, Crawford, Ltd., have commenced to arrive in the Colony. A special description and photograph of the new taxicabs were published in Tuesday's Telegraph and the public has learned with much interest the particulars of these new vehicles. We learn that there are other people interested in the proposition of operating taxicabs in addition to the New Taxi Company which is to run the Clyno fleet and it is fairly certain that before the present year is out a good many taxicabs will be on the roads of this Colony. There is no reason why a taxicab service, properly run, should not be a paying proposition. From the public point of view they have two distinct advantages over the "public hire" cars now operating on the streets. The first is that they can be taken for short journeys for 40 cents, and the other is that there is a properly regulated scale of fares governed by a sealed meter of officially approved pattern. The present public cars have no fixed scale and many arguments have taken place between drivers and passengers at the end of a journey. No-one likes to underpay a driver, but on the other hand no-one wants to be made to overpay and it is very desirable that the public should know the legal rate of hire. Public rickshaws and chair fares are regulated and the conveyances have to carry a scale of fares for the information of the public which uses them. Taxicabs are similarly regulated the world over—a far more satisfactory arrangement than leaving the question of hire price to be "haggled" over. For this reason, if for no other, we wish the new service well—especially so because of the high quality of the machines being used.

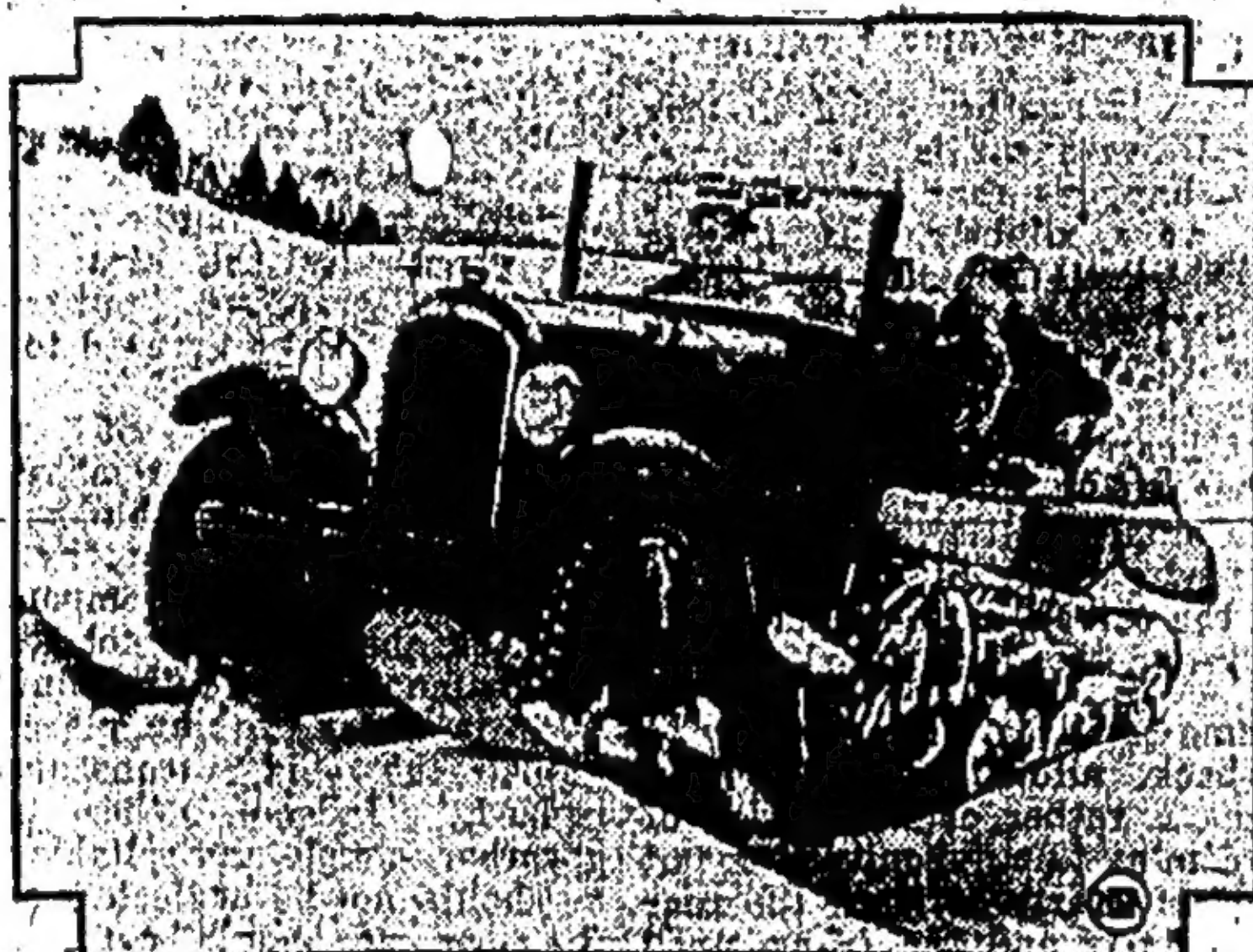
Education Wanted.

We are again compelled to draw attention to the dangerous practice of pedestrians who are in the habit of crossing the road from behind a tramcar. Accidents frequently occur through this stupidity and motorists have very little chance of avoiding an accident as a driver's view is obscured until his car is right "on top" of the person concerned. The foolish habit is carried out both when tramcars are moving and stationary. Another dangerous practice which calls for attention is that of alighting from a moving tramcar, so many Chinese failing to step off facing the right way or to see that there is no overtaking vehicle to endanger their presence on the roadway. It often happens that a passenger will alight from a moving tramcar just as a motor vehicle is about to overtake the tram with the result that the passenger is right in the track of the faster moving vehicle. The Tramway Company is not in any way to blame and the servants of the Company already do much to put a stop to the practice. But we do suggest that a little "safety first" campaign by means of notices and pictures inside the tramcars would help to lessen the evils complained of. We call to mind an admirable campaign conducted a few years ago by the Edinburgh tramways in which, by a series of photographs displayed on all cars, the dangers of thoughtless action were pictorially conveyed to travellers. Perhaps something of the kind could be attempted here with great benefit, for no-one will deny that our Chinese friends have a very limited amount of "traffic sense" and that the perils of the road are greatly increased accordingly.

At Stanley.

At the ceremony of laying the foundation stone of the new St. Stephen's College, performed by His Excellency the Governor, fully 120 cars were parked near the site, which is probably 600 or 800 yards past the Stanley Police Station. A rough road was made enabling cars to reach the spot—a provision greatly appreciated by all. Doubtless, when the College is completed a modern road will be provided and this will entail widening the road which leads from the Island Road to the Stanley station. A certain portion of the ground opposite the beach has been levelled off and will now accommodate 40 or 50 cars. Hitherto, this parking place has been lacking but there is now plenty of room for all the cars that usually visit this popular spot.

MOTORISTS GO A-SKIING.



The monastery of St. Bernard is 4,500 feet up at the top of the Alps in Switzerland. So when tourists want to visit it, they take this form of travel—a Citroën car, with caterpillar equipment in the rear and skis in front. No slipping or skidding here.

DREAMS OF THE FUTURE.

America in 1950?

Unlocking of almost limitless resources, great increases in wealth and in individual well-being, and stronger barriers against war are seen by Capt. Eddie V. Rickenbacker in improvements to transportation which are bound to take place during the next 25 years. Mr. Rickenbacker, who was recently appointed assistant general sales manager of the Cadillac Motor Car Company, in charge of LaSalle sales, was seen in Detroit recently upon his return from a seven-weeks' business trip through the West. He left on the following day to visit Cadillac-LaSalle distributors throughout the East.

In less than a generation the former car expects improvements in transportation by air, water, rail and highway far beyond the dreams of the general public of today. Some of the features included in the picture which he paints of America in 1950 are the following:

- Fifty million automobiles owned and operated in the United States.
- A half-dozen super-highways criss-crossing the United States with both through and local traffic.
- A speed of 75 to 80 miles an hour on the through highways.
- All passenger traffic moving over airways.
- Air lines paralleling every railroad.
- Mail, express and light freight moving through the air.
- Oceanic air travel an every-day reality.
- Towns of 300,000 population with six or seven airports, instead of one.
- Families owning four or five autos instead of one.
- City workers commuting 100 miles to work by plane and auto.
- Railroad terminals roofed over for airports.
- Television perfected so that the whole world sees and hears big news, sporting and entertainment events in its own home.
- Regarding the future of war, Mr. Rickenbacker sees in aircraft not only the greatest weapon of war, but also the end of all war.

"To the airplane there is no front," he says.

"With the airplane there will be no such thing as a non-combatant. Every inhabitant of a country is an enemy and the airplane can subject them to the horrors of war."

"But the tremendous transportation developments that the airplane will bring, the close contacts with all the nations of the earth, the wiping away of nationalism"

THE TUNIS-TRIPOLI RAID.

Success of Fiat Entries.

Organised by the R.A.C.I., with the permission and collaboration of the French and Tunis A.C. the Tunis-Tripoli "Raid" (759 kilometres) took place from the 7th to the 9th March. A very large number of competitors commenced the "Raid" but, owing to the bad state of the roads, the majority of them had to withdraw not being able to continue.

Leaving Tunis on the morning of March 7th, for Gabes, the first half on the road, the competitors encountered such violent storms and heavy downpours of rain which inundated the boundary line from Ben Gardens to Pisisa leaving the ground in such a disastrous condition, that the Adjudicators were obliged to postpone the second and last lap until the 9th March.

Starting again on that day the small number of competitors left accomplished the second half of the "Raid" which had for its goal Tripoli, and which was victoriously reached by Italian drivers and cars.

In the minor cylinder capacity class (up to 1100 cc.) the 509 Fiat equipage was the only one to reach the goal obtaining the much desired victory, being classified first, second, third, and fifth through the merit of the drivers Di Malta, Paganiello, Daitetti and Panara, and driven by Mancuso and Werlemburger.

Such a brilliant result as this is a but, perhaps once more, the perfect adaptability of these cars in any ground whatever, and the numerous victories gained in the last two years over most trying courses and under all kinds of atmospheric conditions. It is sufficient to recall when, in January last, at the Monte Carlo Rallye two 509 Fiat were proclaimed first, one arriving from Bukarest (Km. 3030) and the other from Koenigsberg, and how, for the Thousand Miles Cup last year, seven 509 Fiat succeeded in obtaining the first places in the 1100 cc. class, one of which won the "Raid" at the marvellous speed of Km. 66.743 per hour.

and the building of internationalism, war will be impossible, except in one event.

"The few succeeding generations, between now and the time this will be accomplished, may not have learned the costly lesson of war as we have learned it."

"If the development comes soon enough so that the lesson cannot be forgotten there will never be a world war."

THE PETROL TAX.

Petition to Parliament.

The Petition to Parliament, organised by the Automobile Association and signed by over 920,000 motor owners and users, was presented in the House of Commons recently by Lieut. Col. C. K. Howard Bury, D.S.O., M.P., who was supported by Members of all Parties, including Major H. E. Crawford, M.P., Mr. Charles Duncan, M.P., Lieut. Col. Sir Philip Richardson, O.B.E., M.P., Mr. T. D. Fenby, M.P., and Mr. Ben Smith, M.P.

In presenting this Petition, the signatories express their grave concern at continuance of the system of motor taxation which taxes motor owners by levying a lump sum per vehicle and entirely ignores the extent of road usage.

It is pointed out that the special taxation of motor vehicles was originally imposed solely for road costs and is to-day mainly levied for that purpose. This being so, whilst realising the need for maintaining the machinery of registration, the Association submits that the only reasonable basis for the taxation of motor vehicles is road usage.

Parliament is therefore asked in this Petition to amend the present method of motor taxation in favour of a flat rate duty on petrol, plus a small registration fee, thereby more equitably distributing the burden over all motor owners.

It is also the submission of the Association that the present tax is arbitrary in its operation, unjust in its incidence, and irritating to the tax payer. The following are a few instances of the unfairness of the existing tax:—

- A great number of owner drivers who are only able to use their cars occasionally or at weekends are unduly penalised by having to pay the same tax as those who are using their cars continually.
- The payment of a lump sum tax in advance presses hardly upon motorists of moderate means.
- The keeping of reserve vehicles is discouraged, as the person owning two cars, only one of which is on the road at a time, is compelled to pay full tax on both cars.
- Large numbers of second-hand cars which with the petrol tax—would be occasionally used, are lying idle throughout the country, because of the inability to heavy taxation immediately they are taken into use.

This Petition is part of the campaign by the Automobile Association to secure a just system of motor vehicle taxation, which will not only vary the individual tax in proportion to the extent of road use, but have the added advantage of the tax only being payable as and when the vehicle uses the road.

TIDE WAITS FOR NO MOTOR.

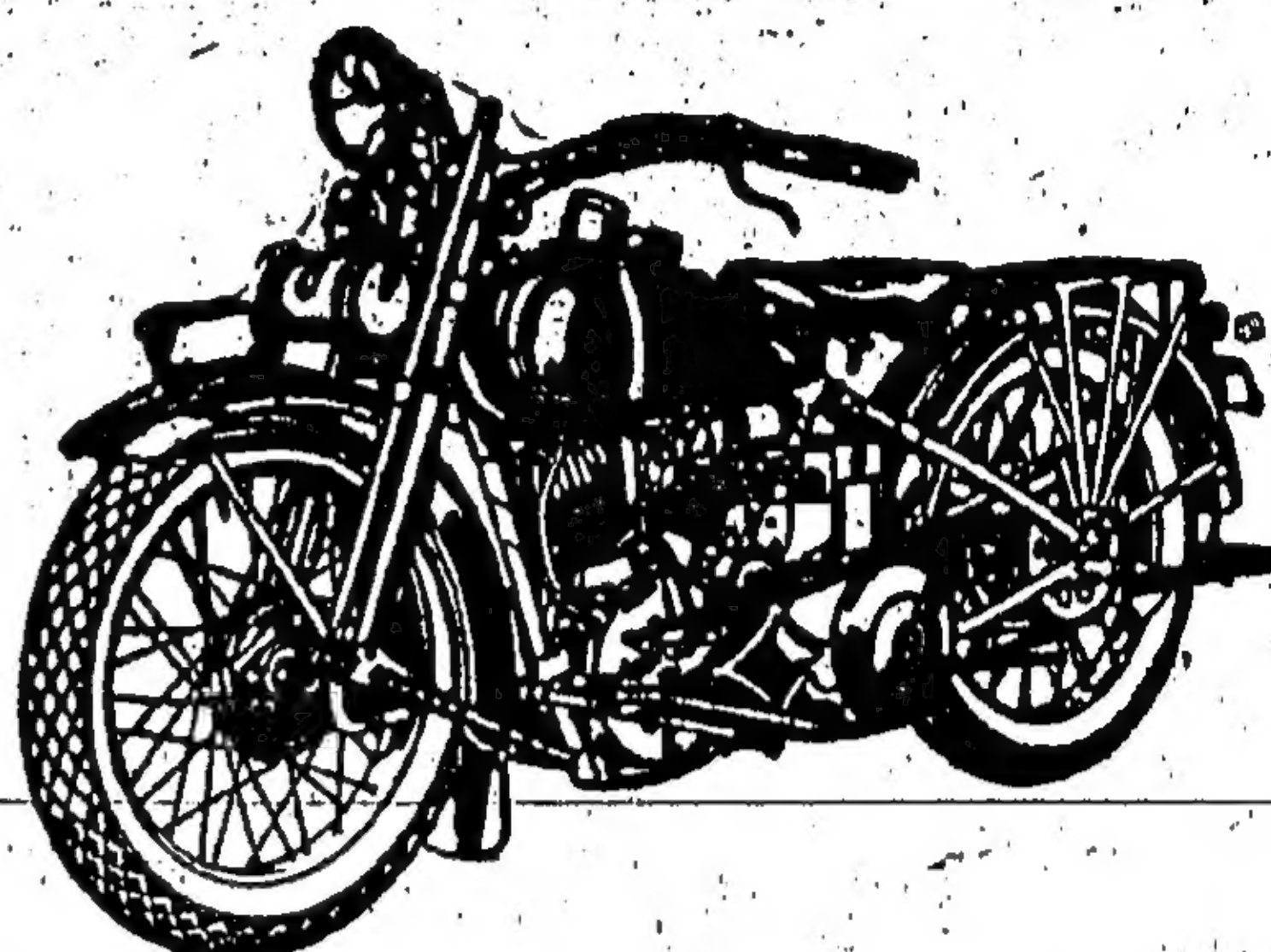
Capt. Campbell Duped.

Captain Malcolm Campbell was the guest at two luncheons recently, given by Sir Charles Wakefield and the Royal Automobile Club. At the latter he told some inner stories of his experiences at Daytona.

One of them concerned the last day of the meeting, when, the other competitors being hors de combat, he took the car out to beat his own record. It was two o'clock when he reached the spot from which begins the long 4½-mile run to the starting line to get up speed.

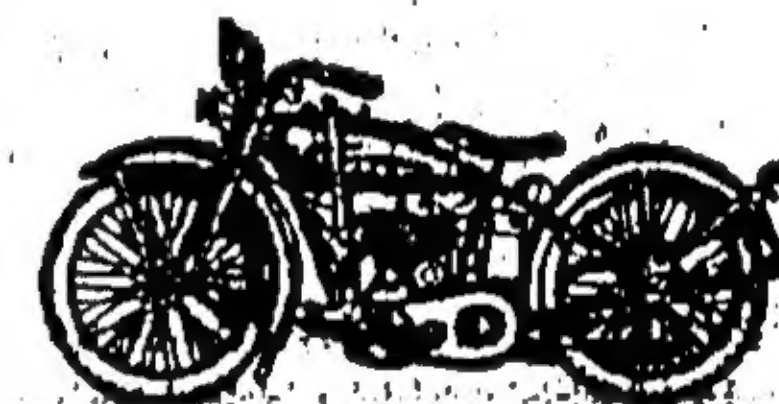
There he waited for the signal that the course was clear. But there was a conspiracy amongst his friends to keep him there until the tide came in, and it was twenty minutes to six when they signalled all was clear—of people. By this time the sands were partially covered by the incoming tide, so he had to be content with "fouring" past the crowds at a beggarly 120 m.p.h.

He said that he has no intention of retiring from racing, and Major Segrave, in his turn, said enough to indicate that one must not take his retirement too seriously.



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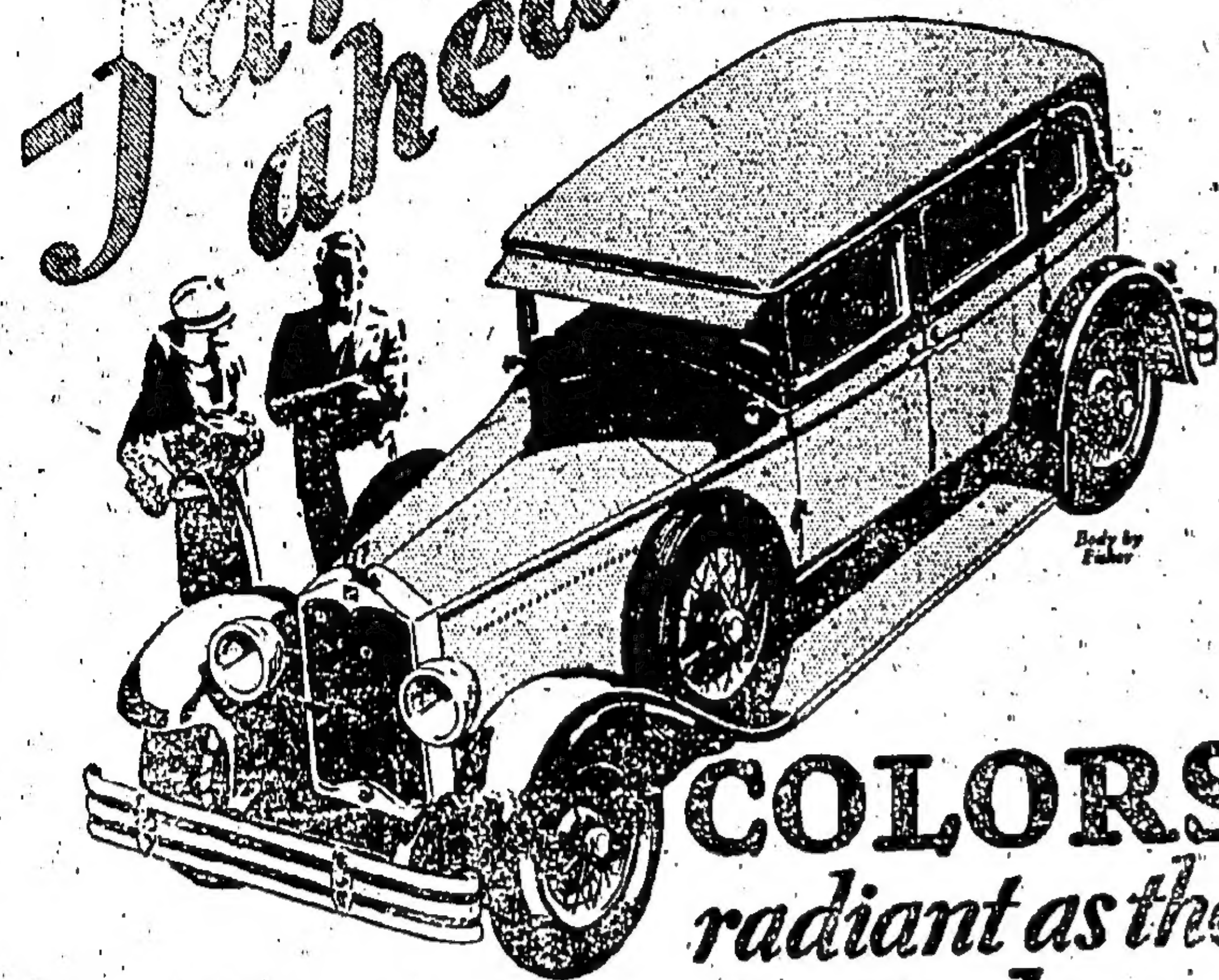
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radiant as the
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29. Headlamp Control on Steering Wheel.
30. Narrow Corner Pillars.
31. Adjustable Steering Wheel.
32. Cadet Vice.
33. Saddle Riding Seat Cushions.
34. Fine Pigeon Mohair Upholstery.
35. Right Type Corollas on Tourer.
36. Adjustable Front Seat in Tourer.
37. Low Centre of Gravity.
38. Double Beaded Body Construction.
39. Chrysler Emblems of Line.
40. Attractive Colour Combinations in great variety.

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PRICES!
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USEFUL HINTS AND TIPS.

Suggestions and Advice Based on Experience.

Probably there are few things more irritating than to find that the doors of a car have developed sufficient play to allow rattle, because few parts of the car can be responsible for more noise. If the hinges are tight and sometimes the screws work loose, the trouble generally is that the small pad on the edge of the door has become worn; the pad is very often made of hard rubber or some similar substance.

Rattle then can be cured easily by substituting another piece of rubber. If the rattle has been allowed to continue for a long time the tongue of the door lock will generally show signs of wear, and wear at this point allows the door movement which it should not have. If the socket into which this tongue fits cannot be altered, it is best to have a new socket with an orifice made to fit the existing tongue. A fair number of modern cars now have adjustable wedges for the express purpose of taking up any play that may develop.

Effects of Frame Flexion.

There is another point to look for. When a car is old it sometimes happens that the frame is bent very slightly. If it has sagged in the middle the doors may jam when the passengers are on board and yet may be quite free when the car is unloaded. This point bears upon the size of the rubber packing piece, which is put in to stop a rattle, because after the new packing piece is in position the car should be loaded normally and the door tested.

Some small cars sag slightly at the back, allowing the door to gape. A rather crude method of overcoming this difficulty is to put strips of fabric between the rear of the body and the frame until the body itself is in its normal position and the fabric has made up the difference caused by the sagging of the frame.

Door handles very often develop a rattle of their own. There is really only one remedy, which is to obtain another handle forthwith, but on those rare occasions when the rattle is caused only by the nut securing the handle being a bad fit, placing a spring washer between the nut and the handle proper will generally prove successful in correcting this very annoying trouble.

Winding mechanism for wind-downs, or any form of mechanical device for raising or lowering the glass becomes accessible if the upholstery be removed from the door, a process generally facilitated by the fact that it is attached by a series of cloth-covered nails. It is best to obtain a supply of these nails from a coachbuilder as spares, since some damage may be done to the existing ones during dismantling. Cloth-covered nails should be driven in with a piece of cork or relatively soft material used between the nail and the hammer, and should not be hit direct by the metal end of the hammer.

Rattles in other parts of the car are equally annoying, and can be very difficult indeed to trace. The windshield is a fruitful source of trouble in this direction, and it may be found that the brass discs on the ends of the axle rod of the movable part of the screen are loose on the rod. The brass discs are usually clamped by a butterfly nut. If this nut is undone and the whole screen lifted off, it will usually be found that there is a setscrew with a screwdriver head sunk in the disc, and if this is screwed hard home the trouble may be remedied.

Curing Screen Rattles.

In older cars a clamping screw, through rough usage, falls frequently to grip the disc properly, in which case a local coachbuilder will put the matter right in a very short time.

If the screen glass is rattling in the channel there is nothing for it but to fit a new rubber lining. If the uprights of the screen are loose on the body the nuts or screws which secure them will have to be tightened more, and in certain instances this may entail removing parts of the upholstery.

The leather-covered metal supports for the hood sometimes come loose. The nuts which secure them to the body, as a rule, are underneath the upholstery at the side of the rear seat in a four-seater, or the front seat in a two-seater.

It is far more difficult to trace a squeak than a rattle. By standing on the running boards and making the car sway vigorously on its springs, squeaks in the shackles pins, which are common through lack of lubrication, can be located fairly easily.

Squeaks in the running mechanism, however, are best identified by obtaining the assistance of a

friend to move round the car while it is being driven slowly, to see whether the squeak can be identified as coming from any particular component. As a last resource, oiling everything in turn that can possibly squeak may locate the trouble. A stethoscope, obtainable, as a rule, from an necessary dealer, and principally used for listening for bearing or piston knocks in an engine, can sometimes be employed with advantage to trace a squeak.

When the springs of a car are very free and when, in the case of a sports car, it is desirable to stiffen up the whole spring independent of the shock absorber, the best plan is to bind the leaves together by wrapping whiplard round the leaves, with a knot at frequent intervals. This is not so easy an operation as it may sound. The cord has to be really tight the whole way along, and the knots must be reliable otherwise the whole wrapping will come undone in a very short time. Wrapping a spring in this fashion is useful when a car is about to be taken for a Continental tour, as it slightly reduces the possibility of breaking a spring leaf owing to the cord limiting substantially the flexion of the spring leaves.

Binding the Springs.

Stout insulating tape can sometimes be used with advantage in place of cord, and there is a rather, which is put on puttee-wise and has practically the same effect. Before the wrapping is put on, the springs should be greased to prevent rust.

In the matter of shock absorbers, it must be remembered that the running of the car can be altered materially by the adjustment of these components. A shock absorber will not stay at the same pressure indefinitely; wear is always taking place and adjustments are consequently needed. Indeed, the shock absorber, simple and reliable as it is, should not be neglected, a fact the newcomer should bear in mind.

Taking the ordinary friction type Hartford shock absorber as being possibly one of the most common types, adjustment is effected by putting a spanner on the big hexagon nut in the centre of the pack of shock-absorber discs and turning the nut in a clockwise direction, that is, the direction in which the nut is screwed further on its bolt or stud. Each nut is provided with a pointer, and the adjustment should be taken up evenly; that is to say, if one nut is moved a quarter of a turn, the similar nut on the other three shock absorbers should be moved an equal amount. With a little care the resistance the nut offers to movement will tell one whether the pressures are very nearly equal.

If the shock absorbers are too loose the car will roll more and the springs become more lively than usual. If the shock absorbers are too tight, the springs are very much harder, and every small inequality in the road delivers its shock straight to the body. Shock absorbers need not be very tight unless the car is used for speed events.

If the shock absorbers are much too tight the spring may practically cease to function as a spring, and the wheel, axle and spring will move as though they were one piece.

New Instrument Needed.

The most important point is to equalize the pressure on all four shock absorbers, and it would be a very good thing if an instrument existed to tell one readily what the pressure is of each. Shock-absorber discs should never be lubricated.

While on the subject of shock absorbers it is well to mention that the two arms should be in the same plane so that the point at which the upper arm is attached to the frame is in the same straight line as the point of attachment to the axle, because, if this is not so, when the shock absorber moves an undue stress is put upon one or other of the arms.

Other types of shock absorbers have their own individual adjustments, and certain forms of damper have no adjustment at all, in which case the interior friction mechanism should be removed. Never run with a shock absorber broken away on one side of the car and its companion shock absorber in full working order on the other side.

Keeping Foot Control.

As time goes on, the surface on the pedal plate of a car becomes shiny, and therefore slippery. It is not well to allow the process to go too far because in an emergency the foot may slip from the clutch or brake pedal, with disastrous results. The pedal plate can be roughened by cutting lines in it with a chisel, or punch marks can be made all over the plate, while alternatively, rubber covers can be obtained which will fit accurately over the plate, and may be renewed when, after long usage, they become badly worn.

WHITE LINE ON ROADS.

Motorists Who Ignore the Warning.

The warning which the Automobile Association has recently issued to motorists that they should keep well within the safety white line on corners is well timed, says the Motoring Correspondent of the London Morning Post.

When these lines were first adopted on dangerous corners they were treated with great respect, but lately motorists have not been keeping within their boundaries to the same extent, and it is understood that the authorities will take action if this negligence continues.

There is, of course, no actual legal liability for a motorist to keep inside the line, but as these lines are presumably only put down at dangerous points, it is obvious that any prosecution that may take place will be for dangerous driving.

The original idea of the white line was extremely sound, and no exception could be taken to its application to dangerous corners, as if its commands were properly observed, that most fruitful cause of all accidents, namely passing on corners, would be definitely stopped.

Excessive Exploitation.

During the last few months, however, there has been an increasing tendency to ignore these lines, and again and again on the road one comes across cars passing each other on blind corners quite regardless of the warning of the white line and far on the wrong side of it.

Undoubtedly one of the reasons for this has been the excessive exploitation of the white line by some local authorities. The same thing happened with regard to road danger signs at one period in the history of motoring. These were erected at every conceivable place, and when a motorist found that many of them were totally unnecessary he naturally began to ignore those which were necessary.

Much the same thing has happened over the white line. These have been put down indiscriminately in places where they are often unnecessary, and, in my opinion, in some cases where they are actually dangerous.

For instance, to put a white line in the centre of a narrow street in

a provincial town where the pavements are inadequate and where the chief danger is from pedestrians, who, quite naturally, step off into the road to allow others to pass, is asking for trouble. The proper place to drive in this case is towards the centre of the road, as then the driver has a chance of pulling up in time or avoiding people who step off the pavement.

Cross Roads.

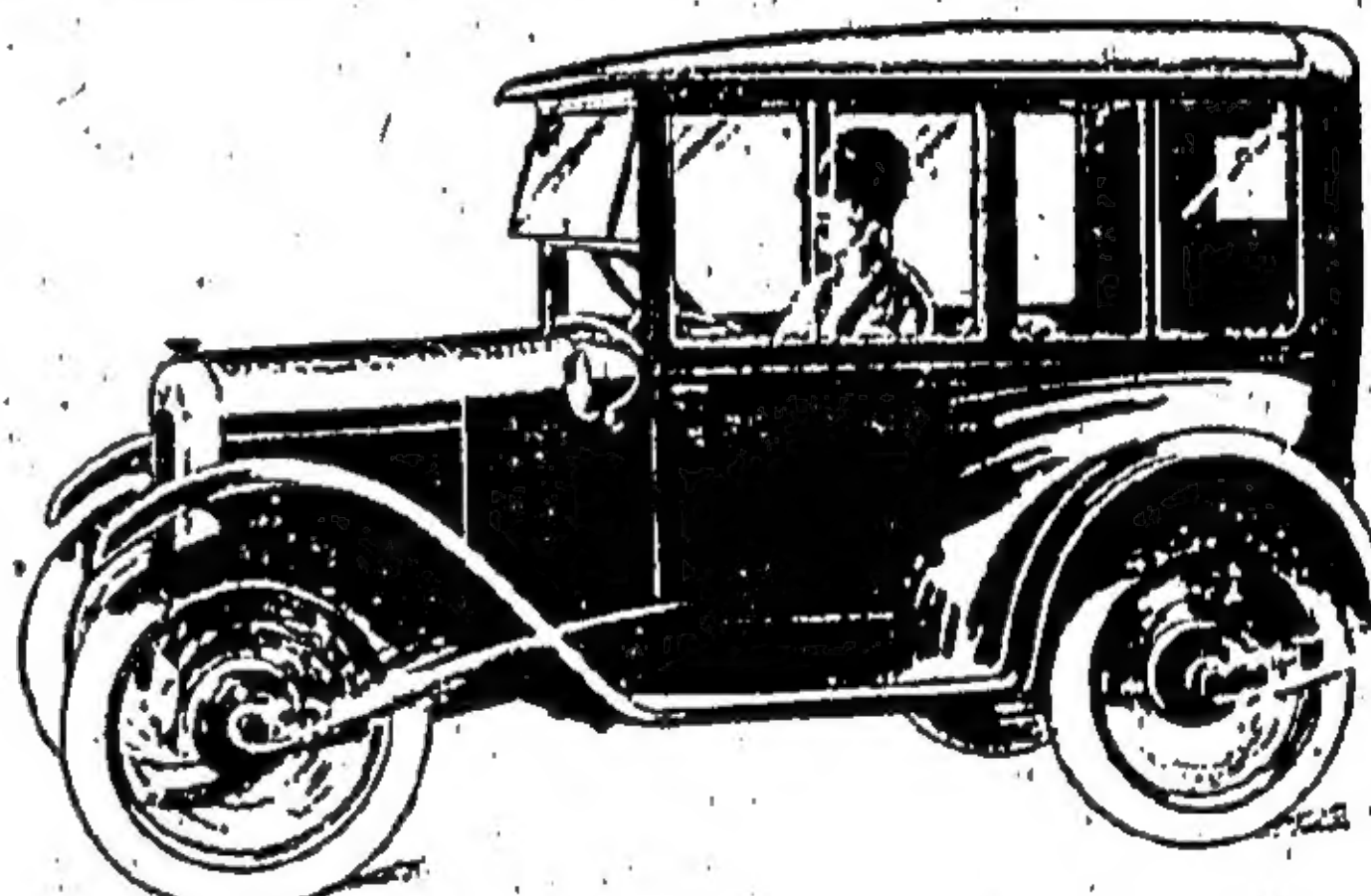
Again, with regard to cross-roads. It is perfectly true that it would be extremely dangerous for anyone to drive over cross-roads on the wrong side of the road. The proper way is to cross more or less on the crown, as, if one keeps well to the left, one is completely "blind" to any traffic that is emerging on that side. One can, in fact, turn what is normally a fairly safe cross-road into a dangerous one by keeping too close to the left-hand side.

The first duty of any motorist who goes over a cross-road is to ascertain whether any other vehicle is about to cut his path at right angles; he has a far better chance of doing this, provided his speed is moderate, if he keeps near the centre of the road than if he keeps close on the left handside.

It is undoubtedly for this reason that many motorists have come to treat the white line with contempt, and it would be a good thing if someone with an actual knowledge of driving conditions ting these lines down all over the country could be made responsible for putting them down.

BIG CADILLAC SALES.

Production and sales of cars by the Cadillac Motor Car Company during the first two months of 1928 exceeded those of 1927 by more than 116 per cent, and shipments were nearly 100 per cent greater than in the same period of last year, according to a statement by Lawrence P. Fisher, president of the company. During each of the past three years, the company's production and sales have exceeded those of the preceding year by more than 25 per cent, the increase in the three years having totalled 98 per cent. The tentative schedule adopted January 1 of this year calling for 50,000 Cadillac and LaSalle cars is a further 40 per cent increase over last year.



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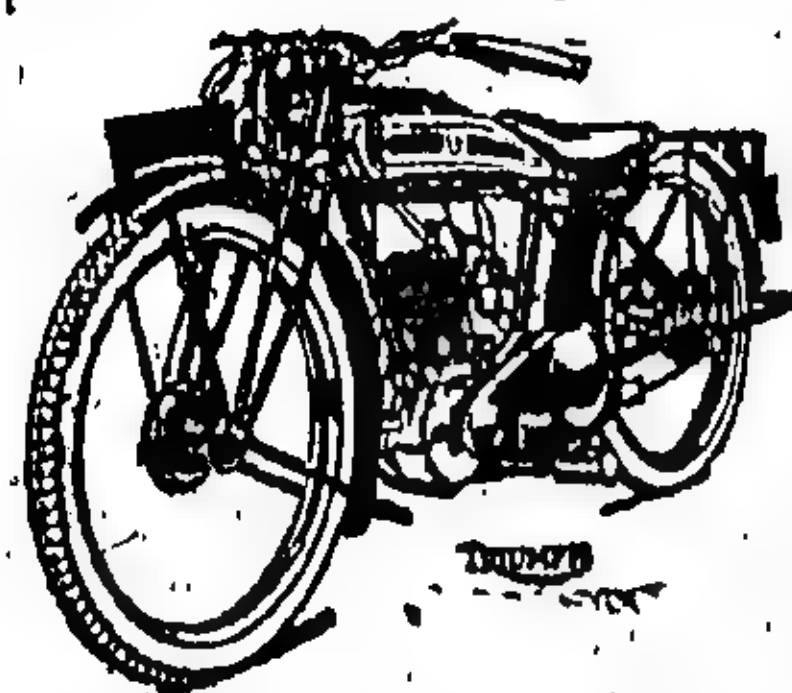
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STARS AND THEIR CARS.

A Glance Round Hollywood.



Representative of the motoring movie stars in Hollywood are these—Clara Bow, Wallace Berry and Emil Jannings.

Hollywood, March 26.—Movie extras and aspirants wear out a good many pairs of shoes. But with the first contract, even for a short term and low-rate minor part in a stock company, an initial payment goes down for a moderate-priced automobile. The sooner possible, realizing the value of the old "front," the climber takes the wheel of one of the sportier little buggies—and the novice has arrived.

After stardom is attained, well, anything goes for a star. All depends upon taste. Some of them express themselves in half a dozen important-looking limousines. A few take to airplanes. Some of them rejoice in rattling around shabbier than ever. And some others, being perfectly natural about it, still prefer to walk.

Emil Jannings during his year and several months in America has been concentrating on the home-grown-in-Germany Mercedes. He had three of them, which he drove with temperamental fury.

The other day he "went flivver." He got one of the first new-model Ford roadsters turned out by the nearest California assembling plant—a cute little car which fits his tremendous bulk somewhat like a glove—and now he drives in it proudly back and forth every day between his home and the Paramount studio.

Look Out for Clara!

Charles Farrell, the swiftly-risen Fox star, delights his old friends

by clinging tenaciously to the richest old-model flivver in which he first struck Hollywood boulevard.

Clara Bow—she of the flaming hair and percolating flapper temperament—is one of the most skillful and most chance-taking of Hollywood drivers. She gets her Cadillac into more smashes than almost any of the others, and by her magnetic temperament soothes her injured feelings.

Erich von Stroheim, the distinctive embodiment of Prussian thoroughness, actor, author and director, whose "The Wedding March" is one of the much awaited films of the year, drives not at all. He marches like one of Stonewall Jackson's "foot cavalry." He rides like a centaur. He drives—his companies—with a determination that nothing short of perfection is good enough.

But he remains at the mercy of his chauffeur. He says he hasn't time to master the details of auto mechanics. So he doesn't touch the wheel.

Harold Lloyd, whose nickname, "Speedy," has been taken for the title of his new picture coming out this spring, tries to live up to his reputation by driving a Packard. Adolphe Menjou also is a Packard enthusiast.

Henry Ford Exalted.

The Lincoln, more than any other car, has come to mean stardom around the picture lots. Every day outside the Paramount

studio may be found three almost identical green Lincoln roadsters—belonging to George Bancroft, the star, and to the directors, Clarence Badger and Josef von Sternberg.

Esther Ralston, the blonde star, has driven her Lincoln almost 15,000 miles within less than a year. W. C. Fields, a comedian, likewise drives a Lincoln. Fields has the record unique for a widely-travelled star of never having crossed the continent by train—always by motor.

Charles Rogers, the youngster who leaped from "Wings" to the name part in Anne Nicholls' "Abie's Irish Rose," drives a cream-colored Chrysler coupe with a specially built collapsible top. Nancy Carroll, the Rosemary of the same film, has a blue Nash roadster.

Pola Negri alternates between the light cream and black Rolls Royce and her new Pierce Arrow. Bebe Daniels has both a Rolls Royce and a Stutz, and drives her wheel.

Chester Conklin matches his homespun symbolism of thick glasses and walrus moustache with an ancient Buick which gives him plenty of fun oiling, greasing and repairing.

Both Wallace Beery, the comedian and character star, and Victor Fleming, the director, are former racing drivers. Beery and his comedy team-mate, Raymond Hatton, belong to the Lincoln brigade.

SPEEDOMETERS.

True and False.

[By the Hon. Maynard Greville.]

Most people really like being deceived, provided the deception is not too obvious. If there is just a gleam of alleged science or mechanics in the deception their belief is unshakable; and to the motorist the speedometer is an instrument that can never lie.

I am not suggesting for a moment that there is a plot amongst motor speedometers, to deceive the public, but it is only natural that such an important instrument should err on the optimistic side. In the course of many years' motoring I have only come across one speedometer which was definitely slow, and that was on a car of French manufacture of my own. I am also quite willing to own that I never want to have another one as pessimistic, for I finally stuck a notice beneath it stating "10 miles an hour slow"—it was actually under-registering by five miles an hour—and then I felt much happier.

For these instruments I have a fairly elaborate testing ground, and though in the course of many trial runs I have found quite a number to be accurate, or as near accurate as one can expect, I have never found one to be slow, and have found a few which were over-registering by a colossal figure. American cars are particularly prone to this sort of thing; one

I had recently was no less than 12 miles an hour fast all through its range above 30 miles an hour.

An "Aid" to Acceleration.

Though I do not deny for one moment the fine top gear acceleration figures of many cars from the other side of the Atlantic, this acceleration can undoubtedly be aided by the useful little instrument which records the speed. English cars are not by any means free from this vice, if vice it can be called, and there are many whose speedometers are not always strictly truthful.

There is another side to the question, however. Is it not really a good thing for a man to think he is doing 60 miles an hour when he is actually doing 50? I know of several cases in which indignant owners have brought back cars and complained bitterly that they would not attain the makers' stated maximum. They have been sent away happy and rejoicing after the service depot had spent a few moments in secret with the speedometers.

It is also one of the most thankless tasks in the world to put a car owner right as to his speed. I know the feeling myself. It is so gratifying to see the needle creeping round to the sixties and seventies even if one knows that it is all nonsense.

At one period in its existence my speedometer allowed its emotions to get the better of it. I had to force myself to take it back to the makers to have it rectified, and, after all, I only had to glance at the revolution counter beside it to know how much it was lying.

Optimist's Downfall.

There is something of the fisherman in every motorist, and it is a cruel act to undecieve one, as I have found. Recently I passed a friend when my speedometer was showing 58. A little further on we stopped to converse. He expressed surprise at my speed, and said he was doing 65 when I passed him. I asked him what his car would do, and he said it would reach 75. I guaranteed that he could not do a mile against the stop-watch at over 65. We tried, and after about five attempts downwind he did a mile at little under 61 m.p.h. He retired thoroughly miserable, and I thought he had gone to commit suicide. I did not see him for another fortnight, but when I did, he was his old cheerful self once more. He told me how well his car was going, and how he had done 75 m.p.h. on it that morning. I gave it up. After all, it is probably far better for the safety of the public that he should only be doing 60 when he thinks he is doing 75. He might want to get a genuine 75.

CARBURETOR ADJUSTMENT.

In changing from one brand of gasoline to another, car owners still make the mistake of assuming that carburetor adjustment need not be changed. The result is that the new gasoline, often never gets a chance to prove its real virtues. It may have greater starting and operating volatility, and potentially greater economy than any fuel the motorist had used, but if the carburetor is not properly adjusted, its advantages never will assert themselves.

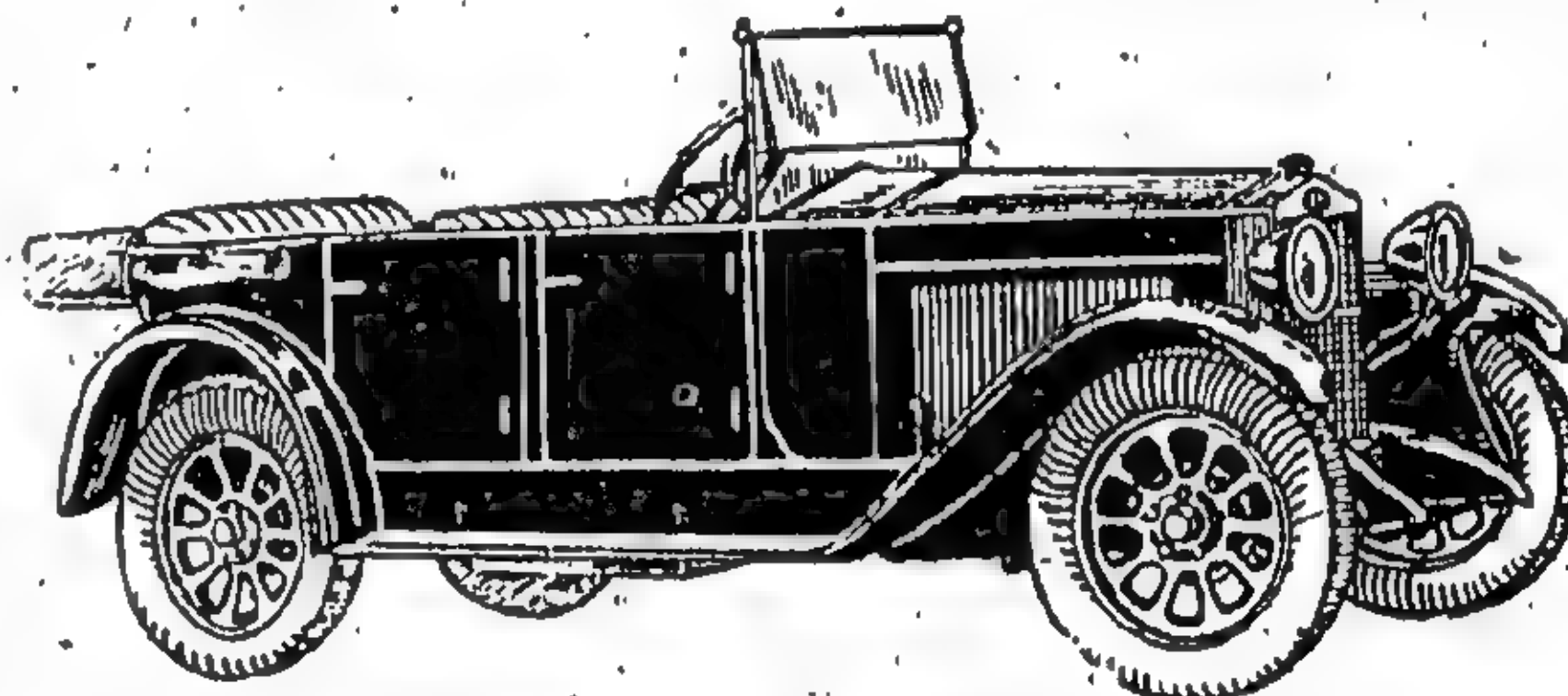
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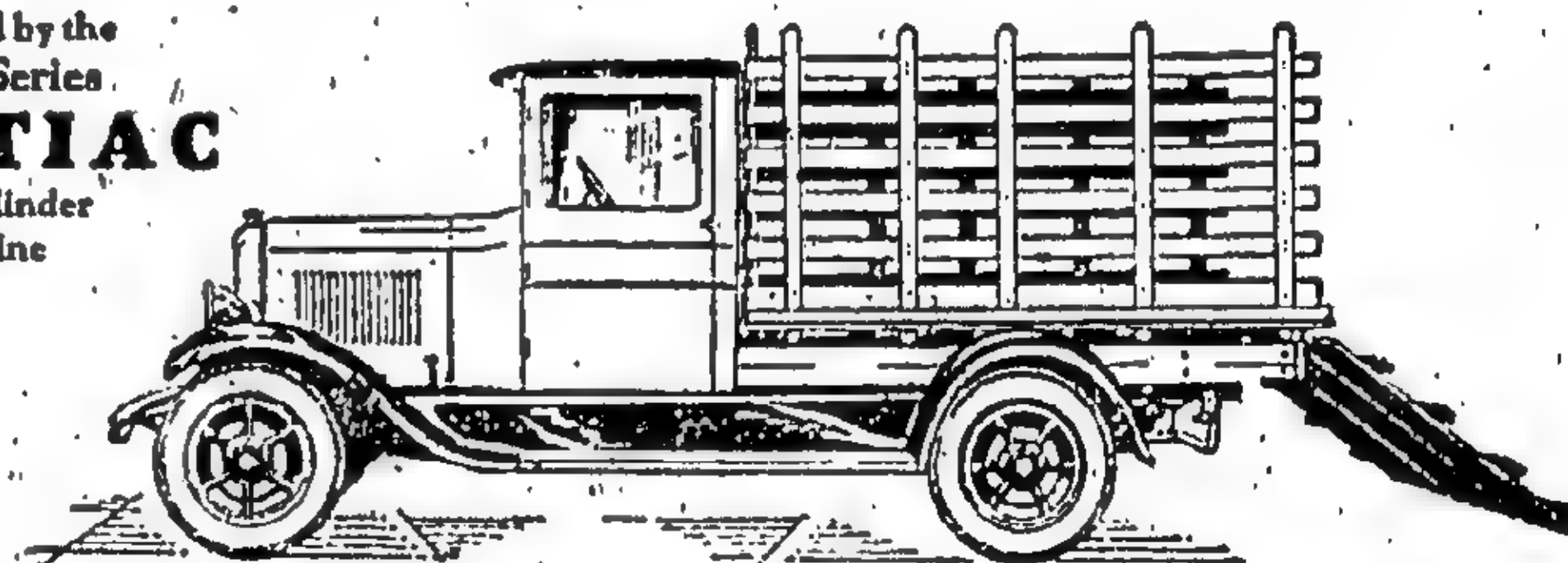
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Nam Hing Motor Bus Co.	1-12 passenger Bus.
H. Ruttonjee & Son	1-30 cwt. Lorry.
Asiatic Petroleum Co.	1-30 cwt. Lorry.
Dodwell & Co., Ltd.	1-Ton Lorry.
"Nestle Chocolate"	1-Ton Delivery Van.
Cheung Mei Bus Co.	1-30 cwt. 6 Wheeler.
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DIPPING HEAD-LIGHTS.

A New Lucas Patent.

The new Lucas patented Dipping Reflector Headlights are "far in advance of anything hitherto attempted to minimize dazzle," as a motoring expert (vide Daily Telegraph) has recently described them.

The whole principle is entirely new and fully covered by Lucas patents, and is already acknowledged as the simplest and most efficient anti-dazzle device, being standardized by many of the leading car manufacturers on their 1928 models.

The outstanding features and advantages are as follows:—The beams of light from the head lamps are thrown downwards and to the near side of the road by movement of the reflectors themselves, so that the existing lamps need no alteration or adjustment to the mounting and brackets.

They work with absolute simplicity, and the pneumatic operation is entirely independent. Control is by movement of one small knob on a neat air cylinder mounted on the steering column, facing board or other handy position. This cylinder is connected by tubing to a similar but smaller cylinder in each of the head lamps, a piston in this lamp cylinder being coupled to the back of the movable reflector.

When the knob of the operating cylinder is pulled out, air is sucked out of each of the lamp cylinders, causing the piston rod to move and pull the reflector into the dipped and turned position. To return the reflectors to the normal position, the control knob is simply pushed in again, and the compression thus formed forces the piston of the lamp cylinder back again.

Another important point is that the system does not depend on maintenance of air pressure or vacuum to keep the reflector in either position—the reflector is retained rigidly by a spring device.

The highly finished surface of the reflectors is treated with a protective coating which, while not affecting their reflecting quality, enables accidental finger marks to be wiped off without damaging the surface. The lighting power of the head lamps is not diminished in the least by the fitting of the Dipping Reflectors.

The low price for such an efficient and adequate anti-dazzle system will make a wide appeal and, in addition, the Dipping Reflectors can be fitted in the Lucas Head Lamps on the majority of cars.

The fitting is extremely simple, and full instructions are included with each set.

ART OF MOTOR DRIVING.

Two Golden Axioms.

(By the Hon. Maynard Greville.)

I am heartily thankful that I am not one of the great army of new motorists who have to set out for the first time on the rather grim adventure of piloting a car on our crowded highways. The amount of advice and instruction which is poured out for the motorist's benefit these days, though much of it is excellent, must produce a feeling of awe and reverence for the pioneers who went before them, but as a matter of fact, the whole thing is extraordinarily simple.

The two golden rules of driving are:—
1. Always assume that the other fellow is going to do the wrong thing.
2. When in doubt, stop.

Now I am not suggesting that the other fellow will always do the wrong thing. If he does the right thing so much the better for both of you; if he errs, and you have planned for his erring, you will also be all right. I think the chief fault of the modern British motorist is that he relies on the rule of the road too much. He is perfectly right to adhere to that rule rigidly, as far as his own driving is concerned, but human nature being what it is, he is bound to meet many people who, through ignorance or impatience, will break the law, and if he values his own life he will allow for this.

It may be of some comfort to your executors to know that you were on the proper side of the road when the accident occurred, but it is of no use to you, and a car is just as hard and uncomfortable to hit on the left as on the right side of the road.

Fear The Worst.

Continental drivers, I think, are definitely superior to their British brethren in that they have more initiative. They do not drive by rule of thumb, and so they deal with the unexpected more adequately. It is of little use to complain that the man dashed out of a side road right in front of you without any warning; your real safety lies in assuming that all side roads are designed exclusively for people to dash out from without warning. I have always driven on the principle that if a boy is hanging on the back of a lorry he will jump off just as you reach him, and run across the front of your car; that any dog near the road will start to walk over as you come up with it, and that someone is certain to step out from behind a stationary bus or tram just as you pass it.

Impatience is one of the chief causes of accidents. I know that it is annoying when you are in a hurry to have someone nervously dodging along the road in front of you, probably well on his wrong side, and stopping when anything appears on the horizon. Get by this impediment when it's really safe to do so, as quickly as possible, but remember the driver is probably doing his best, and if you hurry him it will only result in disaster to both of you. When you are yourself being overtaken, do not be annoyed or hurried by the fact that someone else is passing you. You are not on Daytona Beach, and the mere fact that someone wants to drive through a village 5 miles an hour faster than you do merely demonstrates your superior intelligence.

Always drive at your own speed—that is to say the speed at which you feel comfortable in the particular circumstances, and do not be bullied into going any faster by horn blowing or other means of encouragement from the rear. If someone wants to pass you, by all means give him all the room you can, but if it is not possible for you to give him the room at the time, make him wait, by signalling with your hand, until the road is clear.

Ten-Mile Limit.

If the new driver has many motoring friends he will no doubt be told about the absurdity of ten-mile limits. He will probably get the impression that to drive at less than 30 miles an hour through a ten-mile an hour speed limit is cowardly and absurd, and will act accordingly. In my opinion the much abused ten-mile limit is very necessary, and in about 70 per cent. of cases fully justifies its enforcement. The twenty-mile speed limit in the open country is another matter and has done much to encourage bad driving by increasing speed in dangerous places and discouraging it in safe ones.

This leads us to the question of averages. It is not high maximum speeds that matter, but high average ones. To cover 60 miles in this country in one hour is definitely dangerous, but to do 70 for half a mile may be perfectly safe. There is practically no car built to-day that on an ordinary road will not average over 40 miles an hour if the driver is sufficiently inconsiderate. He has only to keep his foot down hard on

BY THE WAY



(By Israel Klein.)

Difficult as it is for many of us to shift gears from low to high, in ordinary driving, it is even more a task for most of us to shift from third to second or first.

The reason is that we don't appreciate the mechanics of the operation and seem to feel that this should be done as easily as ordinary gear shifting.

When a car is being driven in high gear, the gears are doing no work at all. The engine shaft is connected directly to the propeller shaft and the car speeds up in direct proportion with the speed of the engine.

The gears may be said to be out of mesh.

To change down to second, however, the gears must be put into mesh, in order to vary this proportion between engine speed and car, or rear wheel speed. While the car has been moving in high, the rear wheels might be moving in the proportion of one revolution to about five of the engine.

But the next lower gear, second, gives only one revolution of the rear wheels to about eight of the engine, which means that the engine would have to be speeded up proportionately in order to maintain the same road speed. Or, saying this another way, the car would have to be slowed down proportionately in order to match the rear wheels, through second gear, with the speed of the engine.

Therefore, in changing down, the engine must be speeded up just enough so that its revolutions would be in the proper proportion with those of the rear wheels, through second gear.

Slowing down further, the engine must be speeded even higher for application of first gear.

A British inventor has designed a speedometer which not only tells the driver the road speed, he is making, but also designates the engine and the required speeds for changing to first, second and high.

Thus, by watching this instrument, a driver can tell at what point he is ready to shift to another gear without causing any commotion in the transmission case.

It is going up a long, steep hill that difficulty is encountered. The car slows up going in high, and it is hard to tell at just what point it is best to shift from high to second. This needs considerable experience and knowledge of the peculiarities of the particular engine in use.

But generally the best advice is to release the clutch, shift to neutral, speed up the engine slightly, and shift into second. This—although including four distinct movements—must be done in the shortest possible time, for the least delay causes the car to slow up further and make shifting more difficult.

To shift into first, the car must be practically at a standstill. For new drivers, it should be motionless, or the engine might stall.

Going up hill, a new driver might stop perfectly still and start his car all over again, rather than take the chance of stripping his gears by shifting from high to low.

Do not run the regular cord or high pressure tyre under-inflated to get balloon tyre results, advises the free emergency road service of the California State Automobile Association. The working of fabric will crack the side walls and separate the cord layers from the rubber that holds them together. Friction between the cords will cause blowouts.

the accelerator through towns and villages and over cross roads, just trusting to luck, and though his maximum speed may be only about 50 miles an hour, he can do it. On the ordinary roads in this country to average 40 miles in one hour with any safety it should be necessary to do well over 70 in the open safe places if towns, villages, and danger points are negotiated at a safe speed.

Finally the rule, "When in doubt, stop," should be impressed on many of the old hands. It applies more to passing other vehicles going in the same direction. If you cannot see that you have plenty of space to pass, and then some to spare before any approaching vehicle has a chance to meet you head on, then stop. It requires a certain amount of courage to do this at times, especially on the open road when you have some sarcastic passengers on board, but they will have far greater scope for their sarcasm if you deposit them in the ditch.

SAFETY FOR NIGHT MOTORISTS.

New Signs and Devices.

On March 15th the Automobile Association demonstrated in Richmond Park road signs and devices which should ensure greater safety for motorists using the roads after dark.

The demonstration was attended by representatives from the Ministry of Transport, the Metropolitan and City Police, The National "Safety First" Association, London Traffic Advisory Committee, also by Chief Constables, and Surveyors, representing the Home Counties, City of London, Borough and Urban District Councils.

Many of these signs carried their own source of illumination, while others conveyed the necessary warning upon catching the beams of motor vehicle lamps.

An important point in connexion with the illumination of these "A.A." signs, is that the lighting is independent of public gas or electrically services. As shown, they were installed under the most rural conditions.

The roads signs included an entirely new type of A.A. road sign—an "advance direction" sign carrying the words "Sharp Left." This warning, being only 3 feet high, is easily seen by approaching drivers, who are warned that they are approaching a sharp turn in the road.

Another new roads sign was a four-armed direction post, the lettering on the arms being illuminated by flood lights, which gave no dazzle or glare. A simple but effective device for ensuring road safety was seen in the new A.A. safety posts. These warning posts are constructed of light metal frames 3 feet high, carrying white or red reflector discs. These reflectors, as they are caught by the beams of head or side lights, carry the same warnings as those indicated by white side or red rear vehicle lamps. Therefore, when a motorist approaches a Red reflector he passes it as he would the red rear light of a car on the road on the right. Conversely, when a safety post with a White reflector is overtaken, it must be passed on the left.

An interesting "exhibit" was in connexion with two or three "temporary" obstructions, such as might be caused by road repairs. The A.A. method of guiding motorists past such obstructions is based upon lines of red and white lamps, so that if motorists pass red lamps on the right and white lamps on the left they will pass such obstructions easily and safely.

New types of A.A. roadside telephone boxes were shown. One was illuminated by petrol vapour. Another was illuminated by a self-contained electric generator plant, and it was connected by the necessary wires to a distantly placed four-armed direction sign, the lettering on which was clearly illuminated.

Another safeguard for motorists was the A.A. fog flare, the utility of which was proved during the last foggy season. These fog flares are lit during fog by A.A. patrols on country roads where there are dangerous corners or cross roads, and have been much appreciated by motorists.

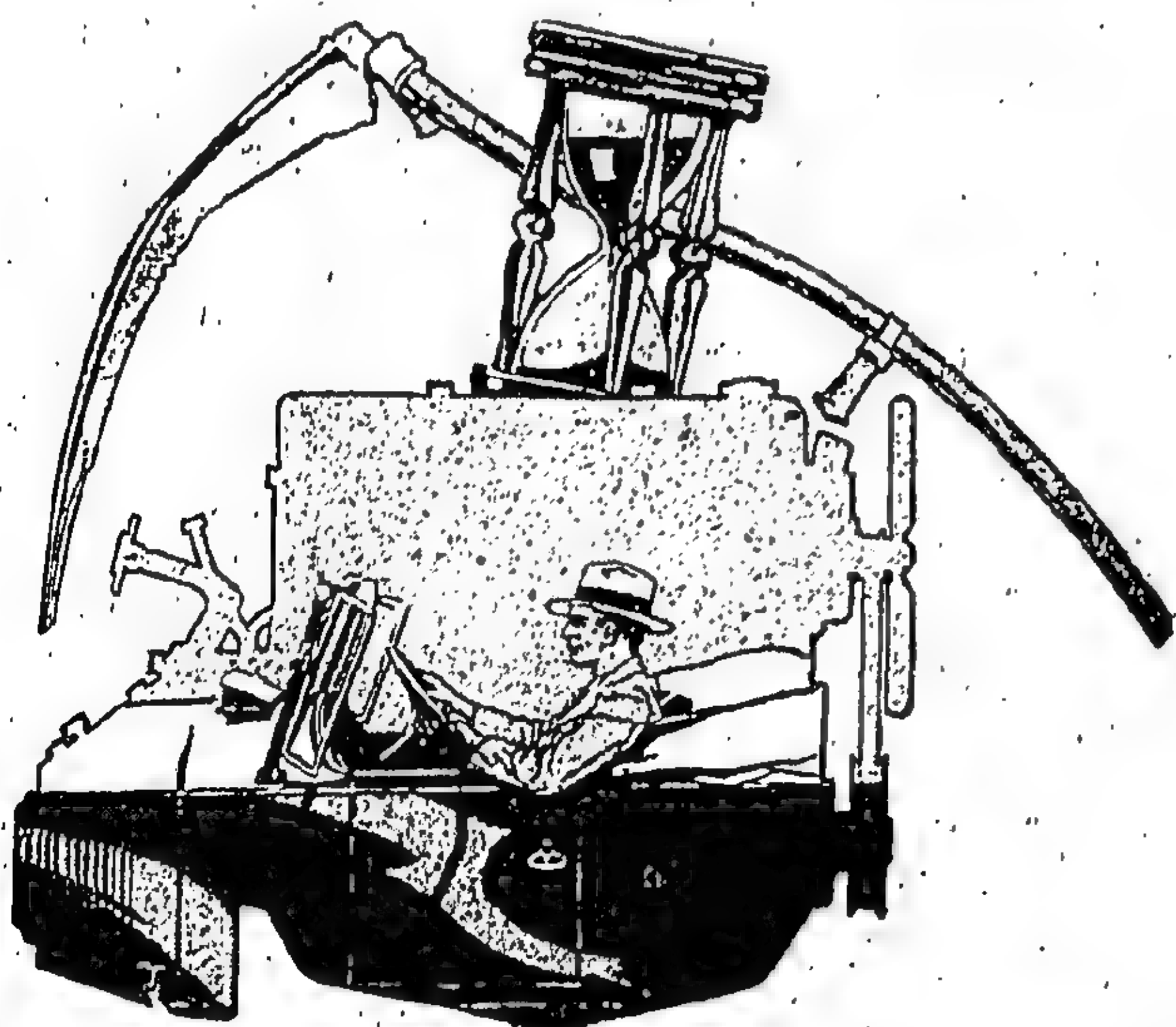
Many other road signs, particularly efficient for warning motorists after dark were shown. Three A.A. Night Road Service Outfits were in the Park. These vehicles work on main roads, after dark, up to midnight during the winter months and up to 1 a.m. during the summer. The patrols in charge assist motorists in connexion with roadside breakdowns, and, if need be, lend side or rear lamps to members "stalled" by temporary breakdown of their lighting systems.

AIDS TO CAR'S APPEARANCE.

Motorists to whom the "old car" has taken on a monotonous appearance are missing a good bit if they fail to look over the accessory novelties that are available. In truly amazing quantity, it is astonishing what changes can be wrought in the appearance of any car by the addition of a new radiator ornament or some similar device. Many motorists have found that it makes all the difference in the world in the car's driving if an extension is added to the gear shift handle. As a matter of fact, the actual difference may be slight, but it seems large and that is what counts.

Small images of St. Christopher, patron saint of motorists, are carried in many automobiles in Europe, according to information received by the U.S. National Automobile Club. Such images, either hanging from the top of the car or suspended near the driver's seat, are particularly popular in France, and many of them are said to be of very elaborate design.

Day by Day Destruction Hides Inside Your Motor Engine



Your motorcar may run with apparent smoothness and efficiency—yet, hidden away in the engine crankcase, old, worn-out oil may be slowly wearing and wrecking many costly engine parts.

As you drive along, mile after mile, day after day, drops of unburned benzine and little particles of dirt, carbon and steel are constantly entering and mixing with your crankcase oil. Oil used for 1,000 miles is invariably thinned out, weak and full of destructive foreign materials.

Thinned-out oil does not protect

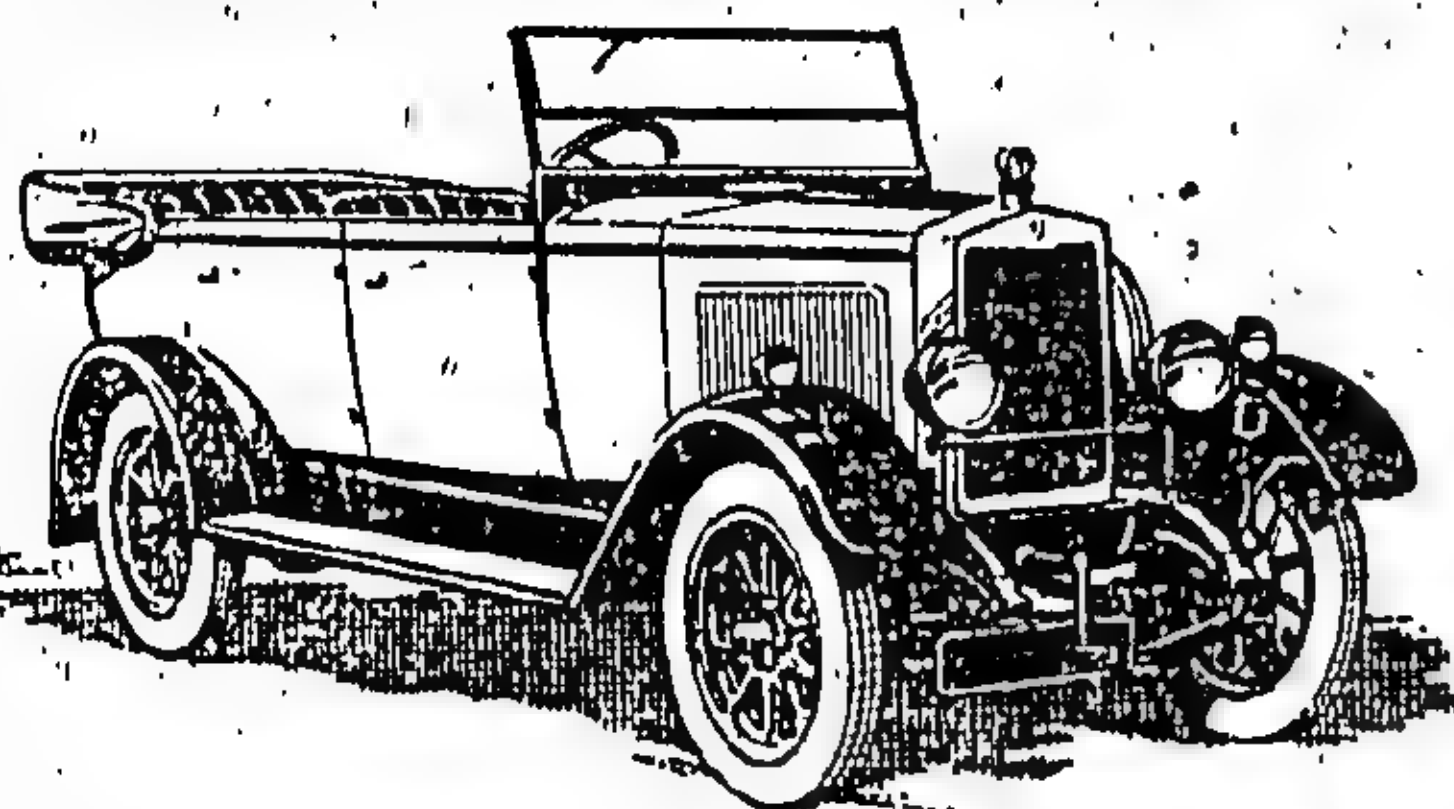
—it permits friction, causes burned-out bearings, scored cylinders, seized pistons, engine labor and loss of power. At least half of all automobile engines develop the noises of wear long before they should. The cause is not reckless driving, but reckless lubrication with used, impure oils.

Play fair with your engine. Even with Mobiloil protection, contaminating influences are at work. Keep your Mobiloil full-bodied and fresh. Regularly drain off the old oil, replace with new, every 1,000 miles, and you'll give your car more miles of quiet, trouble-free power.



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ROADSTER	4 Seater	£153	£180	£ 5
TOURING (4-DOOR)	4 Seater	170	200	5
COUPE (FIXED HOOD)	2 Seater	175	210	10
SALOON (4-DOOR)	4 Seater	185	225	10
TRAVELLER'S CAR		168	200	—
STANDARD VAN		165	200	—

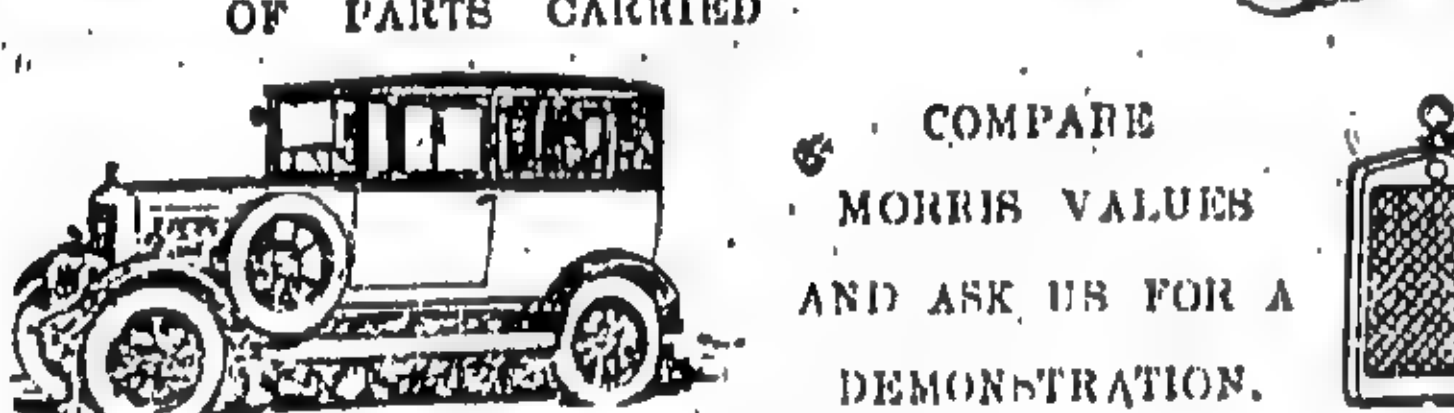
MORRIS-OXFORD 11.9 H.P.				
48" TRACK—106" WHEELBASE.				
TOURING	4 Seater	205	235	—
SALOON	4 Seater	215	255	—

MORRIS-OXFORD 13.9 H.P.				
48" TRACK—106" WHEELBASE.				
ROADSTER	4 Seater	210	240	—
TOURING	4 Seater	225	260	15
COUPE	2 Seater	230	270	—
SALOON	4 Seater	250	290	20
LANDAUETTE	5 Seater	285	330	—

MORRIS-OXFORD 15.9 H.P.				
56" TRACK—114" WHEELBASE.				
(4-speed gear)				
TOURING	5 Seater	315	355	—
SALOON	5 Seater	345	400	—

MORRIS LIGHT SIX 17.7 H.P.				
2466 c.c.—Approx. 2½ litres.				
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SALOON	5 Seater	350	405	—

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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

CLICKING VALVES.

If your engine, especially when it is running idle, makes a light clicking noise, its valve action probably needs adjustment. This noise is caused by the pushrods moving too far before they strike the stems of the valves which they open. If these parts are adjusted close enough together, that is, with the correct "clearance," they operate quickly, but wear increases the clearance and makes occasional readjustment necessary. Too much clearance between pushrods and the valves which they operate not only causes unnecessary noise, but if it becomes excessive, results in the late opening and early closing of the valves and prevents them from opening fully. In extreme cases, this detracts from smoothness of operation and the development of full power. The pushrods and valves of L-head engines can be reached by removing the valve compartment cover, which is found at the lower portion of one side of the cylinder block. Certain of the pushrods will be found slightly raised and in tight contact with their valve stems—these being the valves which are opening or closing—but a perceptible space will be noticed between the rest of the pushrods and their valve stems and, generally speaking, if this space exceeds the thickness of a visiting card, it is too great and adjustment is required. By hand-cranking the engine slightly, the valves which were acting will be put in their closed position and their clearance can be tested. The exact amount of valve-stem clearance that should be allowed on any engine is stated in the instruction book relating to it and the actual clearance should never be less and preferably should not exceed this amount.

Heavy Oil for Knight Engine.

Question.—I use a car with a Knight engine and the directions call for the use of special heavy oil in it. It seems to me that this thick oil is one reason why this engine is so hard to start in cold weather. They tell me at the service station that I cannot use thinner oil without damage. Why is this?

Answer.—Because the pistons of Knight engines tend to run considerably hotter than do those of poppet-valve engines and consequently, if light oil were used, it would become too thin, when hot, to give the pistons proper lubrication. Knight engine pistons are separated from the water-jacketed cylinder walls by the two sleeves and three films of oil, while poppet-valve engine pistons have nothing between them and the cylinder wall but one oil film. Heat, therefore, is conducted away from Knight pistons slower than from poppet-valve pistons and the former consequently run at higher temperatures. You had better adhere to the manufacturer's oil recommendations despite the startling difficulties involved.

Two Batteries to Start Engine.

Question.—My battery, although it is said to be fully charged, will not turn my Ford engine over fast enough to start it, even with the rear-end-jacked-up, despite the fact that I am using light oil. Can I connect the battery of my other car to the battery in this one and use them combined to start this engine? If so, how is it done?

Answer.—You ought not to have to resort to this expedient, which is one that we have never tried, but the way to do it is to connect like poles of the batteries, thus giving the effect of a single battery of double capacity. Be sure you connect them positive to positive and negative to negative and that your connections are of liberal current capacity. Ordinary spring battery-clips may not have sufficient carrying capacity and some more positive connexion may be required. Before trying the above, you don't you see if you cannot start the engine with its own battery, by using dry-cells on its ignition, instead of storage battery current, and priming the cylinders with gasoline, before you try to start?

HUGE GARAGE FOR THEATRE-GOERS.

Building to House 1,000 Cars.

London is to have a palatial garage which will accommodate 1,000 cars. It is to be constructed within a few minutes' walk of Piccadilly Circus—at the corner of Lexington-street and Little Pultney-street—and the cost will be in the neighbourhood of £130,000. This and other garages to be provided will go a long way to settle the ever-growing problem of car-parking in London.

Mr. Cecil A. Levy, a partner of the firm of Yates and Yates, Hanover-square, told a *Morning Post* representative that the garage near Piccadilly-circus would be the largest and most luxurious of four garages which have been built or are in the course of construction in London. It will be in the heart of Westminster, where the demand for accommodation is the greatest, since there are so many theatres and other places of entertainment in the neighbourhood of the Circus.

Bath and Dressing Rooms.

The clearance of the site will be proceeded with forthwith, and will involve a number of old buildings which cover approximately 25,000 square feet. It is hoped to have a portion of the garage ready for the reception of cars in September, and to complete the building early in the New Year.

The building will be fitted with bath-rooms, dressing-rooms, a canteen for chauffeurs, repair shop, and a petrol station. It is claimed that it will be so constructed as to allow the removal in an emergency of the full complement of 1,000 cars in 20 minutes.

The garage will have exits to four streets. Under normal conditions a car should be able to get clear within a few seconds. There will be no lifts—ramps, a gradual slope or inclined plane, will be used to move cars from floor to floor. A flat roof will provide further accommodation.

When complete, this garage will be the most up-to-date in Europe.

Other garages are to be provided in Finchley-road, Kensington-place, St. John's Wood-road, and Davies-street, Berkeley-square. The acquisition of all the properties will involve £150,000. The scheme is financed by a North-country syndicate.

AN AUSTRALIAN RECORD.

By Studebaker Stock Model.

A gold field is the last place in the world one would expect to witness an automobile speed trial. Yet a stock model Studebaker Commander Roadster, in the heart of the Coolgardie Gold in western Australia, smashed every existing Australian record for speed and endurance for 24 hours on March 15, according to cable advice received March 17, by The Studebaker Corporation of America. The "track" on which The Commander proved its mettle was the dry bed of Lake Perkolilli, located near the mining town of Kalgoorlie and approximately 300 miles inland from Perth.

Driven by Norman "Wizard" Smith, veteran Australian driver, The Commander not only broke all Australian records for speed and endurance for 24 hours, but lowered all records for 100 to 1700 miles. The run was made under observation of the West Australian Royal Automobile Club.

During the 24-hour trial, The Commander travelled at an average speed of 70.8 miles per hour, including all stops for fuel and oil. The last 50 miles was covered at a speed of 78 miles per hour. No mechanical adjustments were made throughout the run.

Following the statement that "Nothing in Australia has ever travelled so far so fast" in cable advice of the record, came word that had it not been for a severe dust storm early in the run which prevented high speeds, The Commander's Australian 24-hour run would have broken 24-hour records established under American Automobile Association observation at Alhambra City Speedway Oct. 8-10, 1927. In this test a stock Commander Roadster, one of a trio which later travelled 25,000 miles in less than that number of minutes, ran 1814.96 miles in 24 hours, an average speed of 75.62 miles per hour, to break all American standard distance marks from 5 miles to 1,000 miles, and all period records from 1 to 24 hours.

THE TRAFFIC PROBLEM.

Pedestrian Control in America.

Traffic problems require to be answered in all the world's great cities. The following article, dealing with the various laws and methods regarding pedestrian control which are in vogue in certain of the leading cities. Pedestrian control is nothing more or less than a practical means of conserving human lives and limbs.

Men and women who travel from one corner of the world to the other have seen for themselves that whatever street and highway traffic problems arise, the problems to be faced are pretty much alike, especially in the larger cities of the world. And one of the problems which is getting more and more attention is that of pedestrian control.

Chicago Problem.

In some large cities it is common to hear traffic experts argue that pedestrian control is impossible. The number of pedestrians, it is said, is too large to expect that they shall be required to remain standing on the street corner while motor cars and horse-drawn vehicles have the right of way. In Chicago, for example, in the loop district, one of the most congested areas in the world, traffic authorities have learned that congestion on sidewalks would become dangerous if pedestrians were required to wait for traffic signals, before crossing the streets. It has been said, too, that any one alert enough to be in the loop district must necessarily be alert enough to start through lines of moving vehicles.

In New York there is little effort made to obtain pedestrian control. At one time traffic officers were assigned to curbs at Fifth Avenue and Forty-second street, one of the most busy corners in the world, to hold the people back until the traffic lights indicated pedestrians had right of way. Day after day, policemen were required to argue with pedestrians who held that it was their inalienable right to cross the street if they wanted to. After some time the plan of having officers at the curb was dropped.

There is probably more pedestrian control in London and Paris than in New York. In London the number of motor vehicles is very large, especially the number of buses; they move rapidly, and pedestrians just naturally wait on the curb until officers give them the signal to cross. In Paris motor vehicular traffic in the centre of the city is very dense, and the pedestrian is obliged to wait for officers to stop traffic before crossing.

Real Pedestrian Control.

But in the city of Los Angeles, in California, pedestrian control is an actuality. All vehicular traffic is governed by a system of synchronised signals. These signals control the movements of all traffic including pedestrians. Pedestrians wait on the curb until the signals indicate they have the right of way. Vehicles are not permitted to come around the corner and cut off the line of march of the pedestrian. Pedestrians are permitted to cross first before vehicles are permitted to round corners.

It is a common sight in Los Angeles to see a man or woman start across the street when the signal is against him or her, only to be told politely by the traffic officer, that he or she must go back to the curb to wait for the signal to go. And, what's more important, is that the plan of pedestrian control, as practised in Los Angeles, has resulted in a notable reduction in street accidents. The city has learned that the pedestrians take kindly to the plan provided they are given an equal chance with vehicles wanting to cross also.

"Jay-Walking" Punished.

In the smaller cities of the United States pedestrian control is more common than in the large cities. Pedestrians are asked to be governed by traffic signals just like motor vehicles. In some cities arrests are made for "jay-walking," the crossing of streets at places other than crossings. The penalty, of course, is small, but the fact that arrests are made has its effect.

There is that type of pedestrian who thinks that pedestrian control means depriving him of some of his rights. The simple truth is that pedestrian control is nothing more or less than a practical means of conserving human lives and limbs. In every country in the world where automobiles are used in large numbers there are agencies at work to make motoring safer for the motorist and the pedestrian. And pedestrian control is but a step in this direction of making walking safer.

MOTORISTS' FREE GAS.

According to statements of General Motors executives, recently returned from Europe, many hotels in Belgium, France and Holland are offering free gasoline as a trade inducement to automobile travellers. One sign was particularly noticed, bearing the invitation, "Stop for lunch and all your tank."

for Economical Transportation



ROADSTER

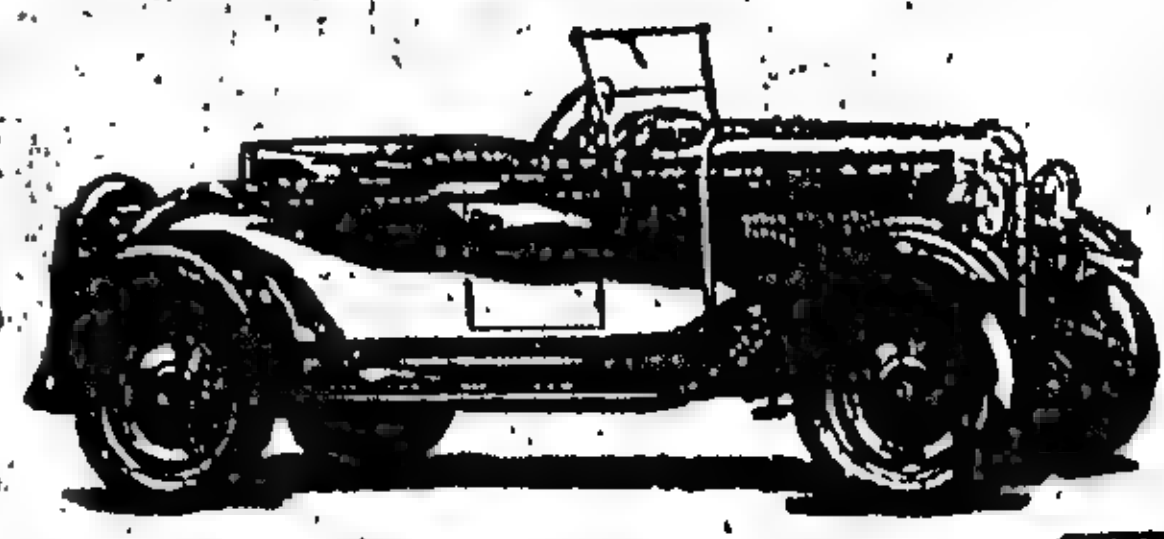
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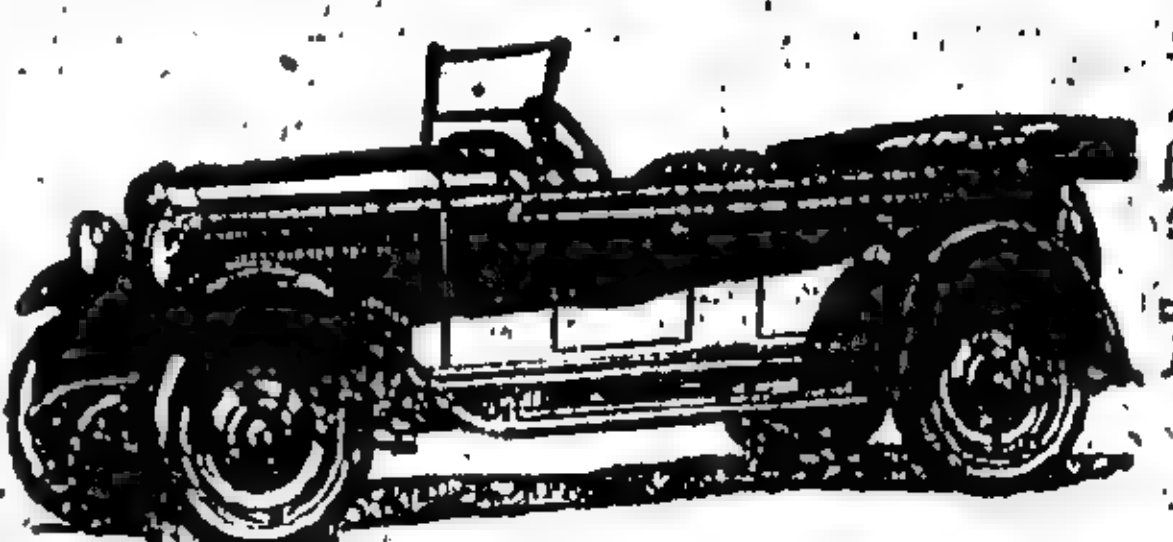
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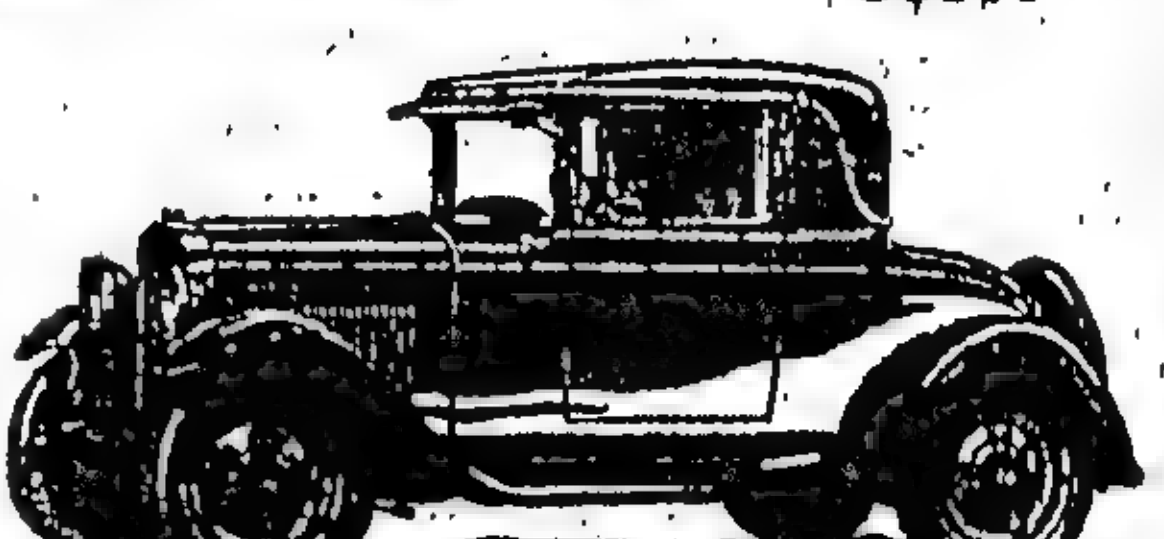
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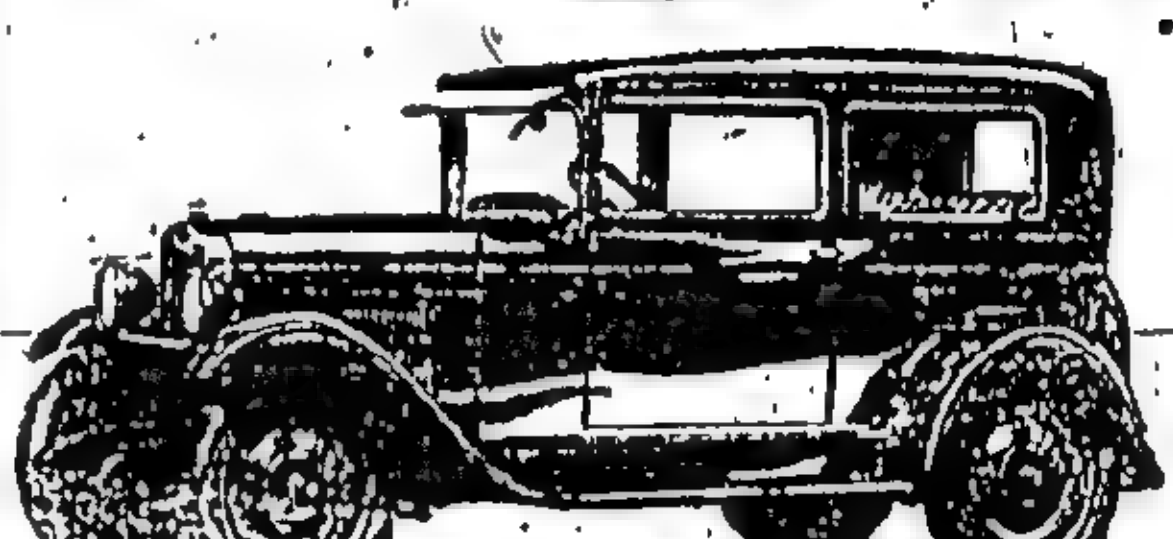
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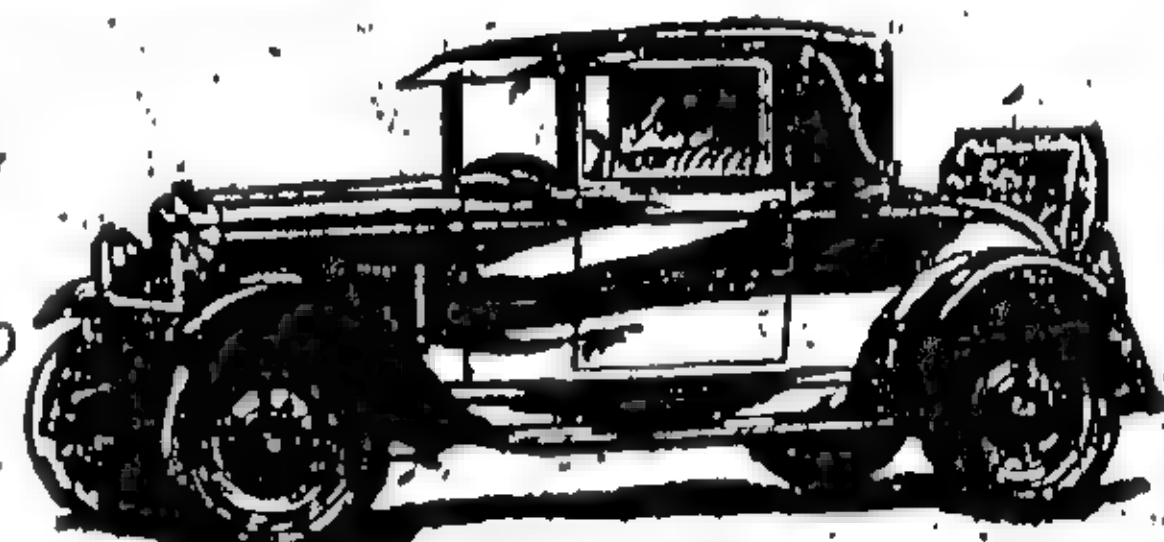
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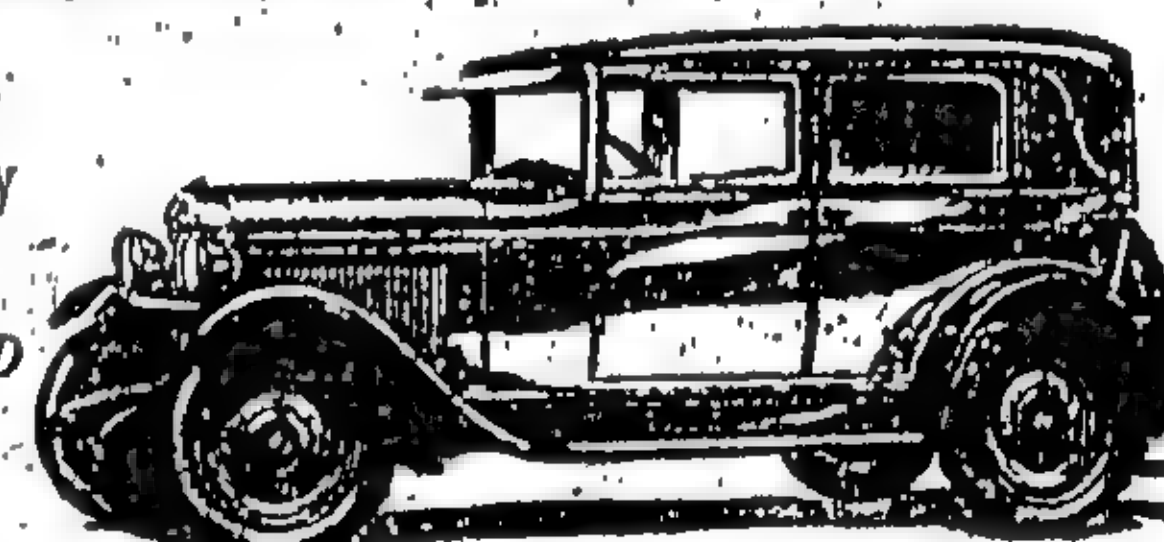
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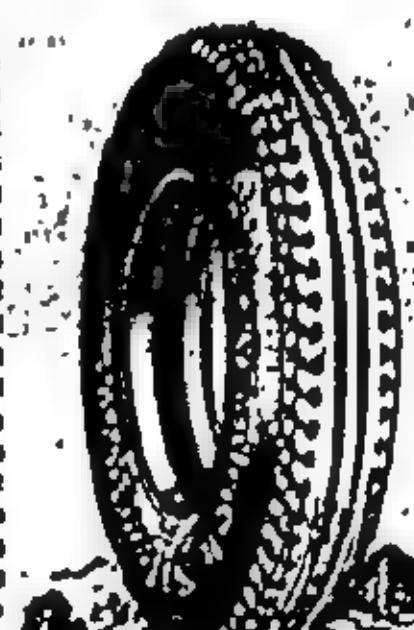
All trucks have spare tire & tube

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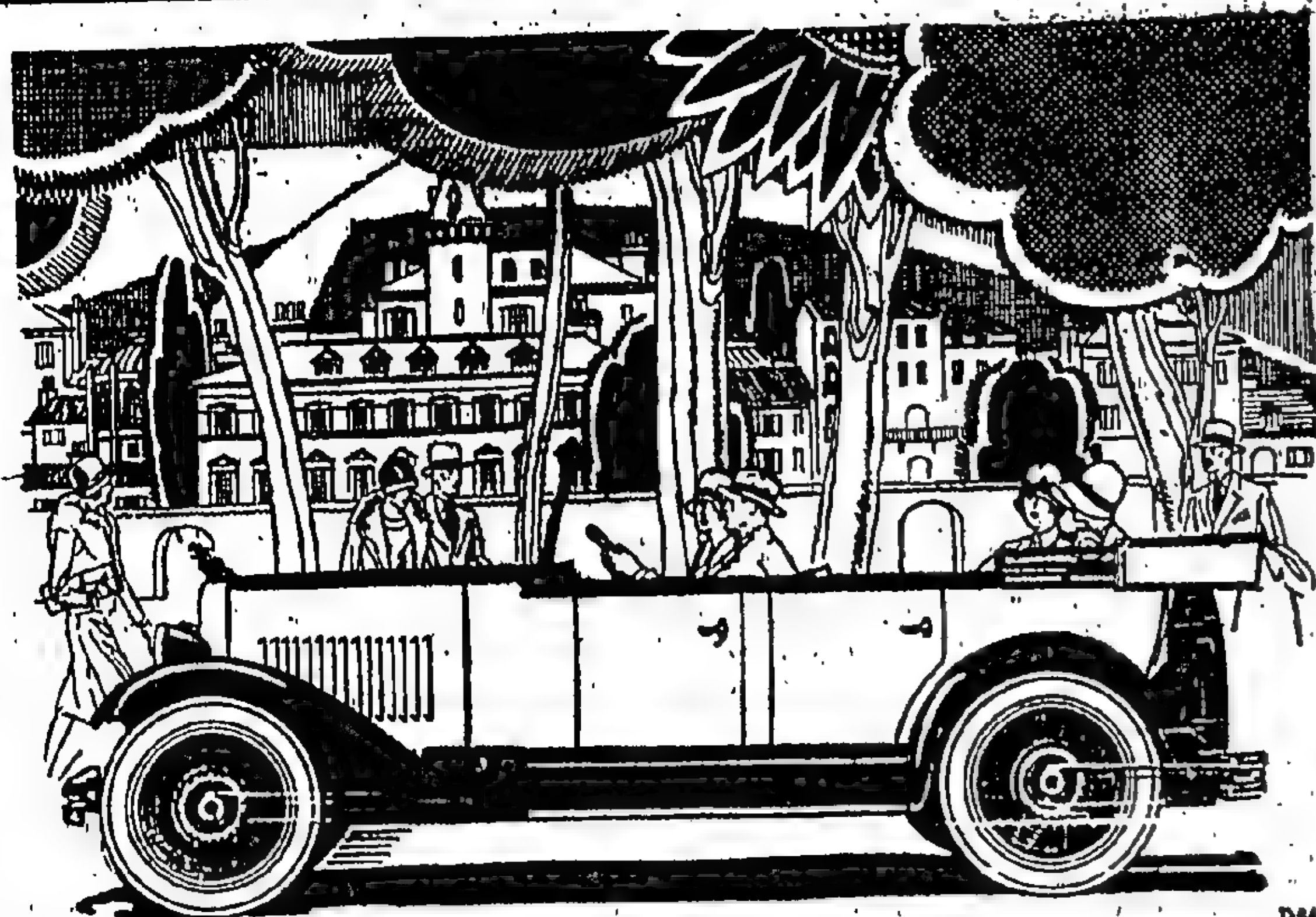
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See this low swung five seater body, with its gay cellulose colours, hand polished to perfection. The more you know of automobiles, the more you will thrill to this new Erskine Six Tourer. Judge this Studebaker value here today.

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MORRIS HOLDS FINE EXPORT POSITION.

Car Is Qualified to Meet
Overseas Needs.

[By James Horace Whatnall.]

London.

During the past 12 months or so the British car has had some considerable boosting in the export field. It all began with the diatribes of the Prime Minister of Australia when he was in London for the Imperial Conference. Since then we have sent an official motor delegation around the world, and everybody who is anybody (and otherwise) in the motor world has seemed anxious to push forward the good work.

But when the tumult dies, when the captains of commerce and the kings of industry have departed to their several castles, we are left still with the very pertinacious fact that when it comes to selling cars in the world's markets the thing that matters first and last, the factor in the game that transcends every other in importance, is the car itself. Other considerations have their due and expected trading margins, prompt and well-packed shipments, factory support in the matter of service, will jump to the eye of my readers. All these things are important and even vital. But before they can come into action, before their influence can be thrown into the campaign, the car itself must be suitable, must represent value, and must appeal to the user.

Propaganda.

For many years it has been my privilege to take a fairly prominent part in advertising the merits of British cars in the Overseas markets. Every honest form of propaganda was turned to account, and every encouragement and support given to those members of the British motor industry and commerce who kept the export trade ball in play.

Looking back, I am afraid we pursued not a few red herrings in our zeal. In the early days we were induced by Overseas critics to digress into the controversial side issues of advertising, sales and service, when we should have concentrated our efforts on car production. You cannot build up a colossus of sales, service and—most suitable for its intended market. It is a mistake to assume that other people have done so. It is a fallacy which still afflicts many people in high places in the industry.

We must here and now, however, acquit Mr. W. R. Morris of any suspicion of labouring under this delusion. I am certain that the Morris is the best job, English or Continental, offered to-day to fill the big and increasing Overseas demand for a cheap economical light car.

A Simple Solution.

Its secret is not very profound. Success has come from a diligent pursuit of the obvious, starting with some really courageous pioneer work when the light car was struggling for recognition as a type. Mr. W. R. Morris has seen the situation steadily, and seen it whole.

He is now producing a car of appealing type and of sound design, but his great latter-day achievement is his mastery of the problem of production. It is one thing to push a mass of material through a factory in the cheapest way, to turn out something in the semblance of a car. It is quite another thing to reconcile the famous British virtues of mechanical niceness and probity with the hazards of mass production, to preserve engineering excellence and sound finish while employing the economies of large scale manufacture. This is the Morris way.

Damaging Criticisms.

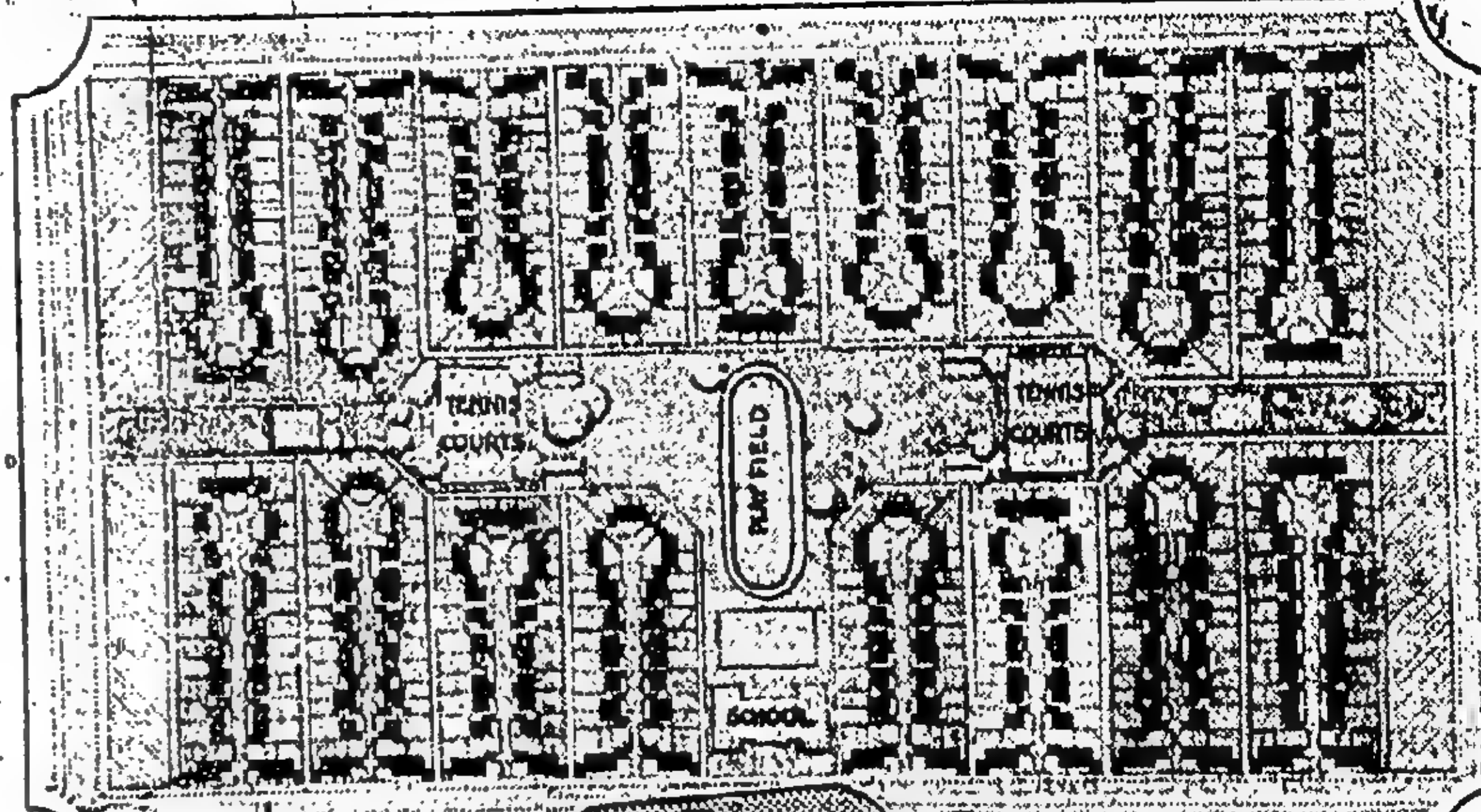
Careless adoption of the former methods by others has already done harm to the cause of British motor cars abroad. Over a year ago ominous rumblings came to my ears from Australia and India. Now a little storm of complaint appears to have broken in Australia. One must hope that it will quickly subside. I believe that it will. I am confident that the prestige of British cars is sufficiently firm and resistant to be able to hold in check the present criticisms, but we must heed the warning. We must be careful to take no more liberties with what I may term the "Rolls-Royce" atmosphere—the persistent tradition that Great Britain makes the best cars in the world, the tradition that to my mind was the salvation of the British motor industry when, after the war, with warrent plant, with obsolete models, and having lost four years' research and experimental work, our industry set out to recapture a share of the world's markets.

I am sure that such confidence may be reposed in the Morris organization.

It is sometimes pointed out by aggrieved makers that the demands

NEW STYLE OF CITY.

Product of Motor Car Age.



New York, March 27.—"Safety-First Town!"

Sounds like something out of Alice in Wonderland or the Oz books, doesn't it? Yet, if the plans of the City Housing Corporation of New York materialize, Safety-First Town will be as real a community as Montclair or the Oranges.

Seventeen miles and a half from New York by the Erie Railroad, bordering on the Saddle river, lies the thousand-acre site of Radburn, New Jersey, the safety-first town of the future. Planned after lengthy study and consultation by Henry Wright and Clarence S. Stein, it is a true off-spring of the auto age—designed to face the ever-present traffic problem in a manner that will give satisfaction to pedestrians and motorists alike.

Ground has been acquired at a cost of \$2,000,000 and, when completed, the new town will represent an investment of more than \$50,000,000. It will accommodate a population of 25,000.

Some of the greatest leaders in social and financial circles are backing this project. Among them are John D. Rockefeller, Jr., Anne Morgan, Felix Warburg, Ogden L. Mills and Mrs. George Gordon Battle.

No Crossing of Streets.

In Radburn, according to Alexander M. Bing, president of the City Housing Corporation, each highway, path, street and parkway will have its special use. The highways will provide for through traffic and give access to all sort side-streets with blind ends on which the majority of the houses will be located.

Each of these houses will be a two-faced affair, so to speak, facing the street on one side and on the other an individual garden



Plan and typical corner of Radburn, N. J., product of the auto age, are shown here. In inset is sketch of Alexander M. Bing, head of the corporation building this "Safety-First Town."

from which will run a path leading directly to a parkway.

No more sending Johnny off to school with the wonder as to whether he will come home safe and sound or in a clanging ambulance. The Johnnies of Radburn can go a half-mile along paths and parkways without crossing a street.

In the afternoon instead of playing ball under the nose of thundering trucks and speeding roadsters, they can amuse themselves as energetically as they please in the community parkway, where playgrounds and tennis courts are located far from the hoot of the motor horn.

Entire Communities.

Homes for six hundred families will be grouped around these parkways, which will be half a mile long and the width of a city block,

says Bing. Each group will have its school, playgrounds, tennis courts, community rooms and local shopping district. In this way the practical, cultural and social life of these six hundred families will centre about the central park space.

Prospecting and surveying have already begun on the site of this Utopian project. The laying out of highways and the building is scheduled to begin early in May. Although a definite date for completion cannot be given, it is likely that several hundred houses will be ready for occupancy the early part of 1929.

If Bing's dream materializes as he expects it to, Radburn folk may be known for a while as almost a separate race—the only people in the world who have no cause to curse the automobile when they are walking.

PACKARD SINGLE SIX MOTOR CARRIAGES

29.40 H.P. R.A.C. Rating—block test actually develops more than 30 H.P.—238.60 cubic inches piston displacement.

Model 528—Single Six—128-inch wheelbase.

Runabout	2-seater	G\$2,695
Phaeton	5-seater	G\$2,695
Sedan	5-seater	G\$2,805
Coupe	2-seater	G\$2,870
Convertible Coupe	2-seater	G\$2,945

Model 533—Single Six—133-inch wheelbase.

Runabout	2-seater	G\$2,815
Phaeton	5-seater	G\$2,815
Touring	7-seater	G\$2,915
Coupe	4-seater	G\$3,220
Club Sedan	5-seater	G\$3,220
Sedan	7-seater	G\$3,235
Sedan Limousine	7-seater	G\$3,335

PACKARD CUSTOM EIGHT MOTOR CARRIAGES

39.20 H.P. R.A.C. Rating—block test actually develops more than 105 H.P.—384.80 cubic inches piston displacement.

Model 745—Straight Eight—148-inch wheelbase.

Runabout	2-seater	G\$4,865
Phaeton	5-seater	G\$4,865
Touring	7-seater	G\$4,465
Coupe	4-seater	G\$4,870
Convertible Coupe	2-seater	G\$4,870
Coupe	4-seater	G\$5,075
Club Sedan	5-seater	G\$5,075
Sedan	7-seater	G\$5,075
Sedan Limousine	7-seater	G\$5,175

The above prices are for delivery in Hongkong or Kowloon. All prices and specifications subject to change without notice.

The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

38, WONG NAI CHUNG ROAD, HAPPY VALLEY.

MANY CROSSING BRIDGE.

About 90,000 persons daily travel over the Delaware River Bridge to Camden, N. J. in commuting between Philadelphia and New Jersey points.

BIG INVESTMENT.

In New York state alone, it is expected that the amount of money invested in automobiles by the end of 1928 will run close to \$1,800,000,000.

NEARS COMPLETION.

The Mersey traffic tunnel, costing nearly £6,000,000, running under the River Mersey between Liverpool and Birkenhead, England, is near completion.

The Very Idea!

An American movie magnate visited his studio where one of the companies was making a picture dealing with France during the last days of the Revolution.

He asked the actor impersonating General Bonaparte—for the sequence being filmed had to do with the suppression of the mobs in Paris by the future Emperor.

"Who's the guy?" asked the film magnate, pointing to the actor.

"Why, that's Napoleon!" explained the director.

"Why did you get such a little man to play such an important part?" demanded the magnate.

Mary had a little lamb.

You've heard it oft before—

And then she passed her plate

again

And had a little more.

The will of Mr. Frank O. Cook, a wax manufacturer, of Denver, directed that a granite monument of a tin of wax, surmounted by the bronze figures of a dancing couple, shall mark his grave.

His success in business and his fortune in life were due to his manufacture of wax for dance floors.

Mr. Cook, who died on December 31, left an estate estimated at \$10,000.

Judge Clegg, at Shoreditch County Court: A lot of people have left this district because they do not care to face me.

Southend man who had been knocked down by a motor-omnibus: "I did not worry when I saw the omnibus coming, because I knew they generally stop before hitting anybody."

Solicitor: Do you deny owing this money? Shoreditch debtor: Of course, on principle.

The Taunton county magistrates were told by a rural ratepayer, Charles Carpenter, of Stoke St. Gregory, that he would rather go to gaol than pay the postage in addition to the actual rate amount.

Carpenter had refused to pay 42s. poor rate without deducting 6½d., the cost of the postal orders and stamps.

"What I object to," he declared, "is sending in the money without deducting postage, because the rate collector is paid to collect it. Why should rate-payers suffer if the collector does not do his work?"

The chairman said that no deductions could be allowed for postage, and he ordered the summons to stand adjourned for a fortnight. He advised Carpenter to pay in the meantime.

Toreador—"Ah, senorita, tonight I will steal beneath your balcony and sing you a sweet serenade."

Consuello—"Do. And I will drop you a flower."

"Ah, in a moment of mad love?"

"No, in a pot."

Francis Flowers, aged thirty, a deaf mute, of Irlam, was committed for trial at Manchester Police Court on a charge of administering poison to Florence Weaver, aged eighteen, of Toman-street, Manchester, with intent to injure her.

It was stated that Flowers wrote in a declaration of his love for the girl: "Because I love you... Because you kissed other men in the hotel... You wanted more drink... I am jealous of you with other men... I am always happy with you so much."

It was alleged that Flowers placed the poison bottle on Weaver's lips and tipped it up.

Bad language among schoolboys is worse than it used to be.—Mr. R. G. Rooth.

Men who died for their country are worthy to be remembered by all.—King Amanullah.

In this calling (publishing) women need the voice of the dove and the galle of the serpent.—Miss Storm Jamieson.

Women have been brought up a parasitic race and you don't get fine thoughts from a parasitic race.—Miss Cicely Hamilton.

One of the most pathetic sights in the world is to see our elementary school children trying to retain their health and vigour on miserable asphalt playgrounds.—Dr. Eric Pritchard.

How did you make your money?"

"I formed a partnership with a rich man."

"How did you do it?"

"He had the money and I had the experience."

"And was it a successful business for you?"

"Immensely so. When we dissolved partnership a year later I had the money and he had the experience."

The deepest electric furnace in the world has just been put into operation in a South African mine. It is being worked at a depth of 6800 feet and has been installed for the heating of carbon drill steel.

LORD CHANCELLOR "SWORN IN."

CEREMONY IN THE LAW COURTS.

With this brief but impressive ceremonial, first prescribed in ancient times, Sir Douglas Hogg, who, it is understood, will take the title of Baron Hailsham, was "sworn in" in the crowded Appeal Court No. 1 recently as Lord High Chancellor of Great Britain.

On the Bench were a number of Judges, presided over by the Master of the Rolls, who conducted the ceremony. In a tense silence the Master of the Rolls handed the Lord Chancellor the Testament, which he held in his right hand while he repeated the two oaths required of him. The oaths were administered by Sir Claud Schuster, the Clerk of the Crown in Chancery and Permanent Secretary to the Lord Chancellor.

The first was the oath of allegiance to his Majesty the King his heirs and successors. The second was as follows: "I, Douglas McGarel Hogg, do swear by Almighty God that I will well and truly serve our Sovereign Lord King George the Fifth in the office of Lord High Chancellor of Great Britain. I will do right to all manner of people after the laws and usages of this Realm without fear or favour affection or ill-will."

The new Attorney-General, Sir Thomas Inskip, who had been sitting with the new Solicitor-General, Sir Frank Merriman, on the bench reserved for King's Counsel, then rose and moved that the proceedings should be recorded in the King's Remembrancer's Department.

"So be it, Mr. Attorney," pronounced the Master of the Rolls, and the new Lord Chancellor became Lord Chancellor indeed.

SOVIET'S NEW CAMPAIGN.

ANTI-CHRISTIAN FILMS AND PLAYS.

Paris, Mar. 30.

Easter will be celebrated in the Soviet paradise by a special anti-Christian effort.

Undaunted by previous failure and by the fact that their persecution of religion has only increased its hold on the nation's heart, the Bolsheviks are at it again.

The *Pravda* rails bitterly at the Russian peasants, who bury their money when it is required for a Soviet loan, but spend nearly 300,000,000 roubles a year on supporting priests, who in former days of the State-supported Church were much worse off, and laments the failure of the new Moscow crematorium to attract more than two funerals a day, even though religious ceremonies are permitted there.

Despite such discouragement, however, on Easter Eve the Moscow cinemas are to be kept open free till past midnight, with specially selected anti-religious programmes.

Athlet clubs will stage plays ridiculing the Nativity and the Passion, and numerous loud speakers in the streets will try to deter the people from going to midnight service. A new paper called *Anti-Religiousnik* has been started with the purpose of propagating atheism.

It may be suspected that, notwithstanding all efforts, hundreds of thousands of simple souls will, as midnight strikes in Moscow, repent to one another the time-honoured words with which Orthodox Christians greet Easter Day, "Christ is risen," "Of a verity He is risen."

TWO "DAWNS."

PLAY PRODUCER'S UNDERTAKING IN CHANCERY.

Before Mr. Justice Russell in the Chancery Division the British Dominions Film Corporation, Ltd., claimed an injunction restraining the Fred D'Albert Repertory Company from infringing their copyright in the film "Dawn" by producing a play with the title "Dawn," or from representing that the play was the basis of the film or vice versa. The defendants had put the play on at Millford Haven this week.

Mr. Byrne (for the defendants) said he was willing to undertake that there should be no further issue of any posters, handbills, or programmes containing the statement complained of. The play had been taken off at Millford Haven.

The Judge said he could not put the defendants under an undertaking not to use the title "Dawn." The undertaking would be "not to represent to the public in any way that the play is the play upon which the film is based, or that the play is a stage version of the film or is based on the film," and upon this the motion would be adjourned for 14 days.

Mr. Byrne said he would give an undertaking in that form and the motion was adjourned accordingly.

TO-DAY'S RACES.

SELECTIONS FOR THIS AFTERNOON.

[By "Rambler."]

The fourth extra Race Meeting, to be held at Happy Valley this afternoon, promises to be a success, principally by reason of the fact that the programme has been excellently arranged and consists of eight events, which include Handicaps, Stakes and Sprint races. The entries are considered satisfactory, and in most of the races good fields should face the starter.

A certain number of improvements are under construction at the Race Course, but this work will not interfere with the public in any way as plenty of space is still available in close proximity to the rails, which will enable backers to get a good view of the racing.

A much-needed improvement is noticeable in the manner in which the Seven Furlong Handicap is to be run. "A," "B" and "C" Classes will run in that order. This will give the riders of superior class ponies a better chance of handling them as a ride on a "C" Class pony over a distance is an exhausting undertaking.

1st. Race.

New Year's Eve.—Although this pony has not returned to outstanding track form it should account for this race, especially as I am of opinion that Boxing Eve, San Diego and Peck will not accept the weight and will, therefore, be reserved for other events.

Wuchang.—On his recent running at Macao he will be dangerous here. Although he is a cantankerous little animal until got going he is honest enough when needed.

Caesar.—Should run very well as he was only just beaten at Macao last meeting. I am inclined to think he is an improved pony, so I would advise backers to keep him in mind if he goes to the post here.

The recently-arrived Shanghai trio, Fifty-Fifty, Glory and Aristophanes all appear to be in good condition, but whether they are sufficiently primed is hard to perceive as they are all doing very steady work.

2nd. Race.

Erstwhile.—I believe this pony will not start here as was earlier expected.

Grey Knight.—With a handicap that should suit him down to the ground, he is due for a win. He was well backed at the last meeting but failed when he looked all like a winner. His supporters will probably give him another chance.

As You Like It.—This is a prominent candidate, if his performance in the Beef Stakes at the last meeting is any criterion. Although he won readily enough then, he will be much more highly tried in this race if the best opposition turns out.

Kom Tong Hall.—With only 11bs. over weight for inches he should succeed in being placed.

Full Moon and Zebra.—Recently arrived from Shanghai, I hardly think they will be sufficiently trained to be a real danger.

(Continued on Page 10.)

COMMUNIST PUBLISHER.

"PAID SERVANT PUT FORWARD AS PROPRIETOR."

In suspending for three years the discharge of Thomas Henry Hines, who had published the "Workers' Weekly," and the "Communist Review," Mr. Registrar Francke, at the London Bankruptcy Court, said he could not help regarding with grave disfavour the conduct of a penniless man who allowed himself to be put forward as the proprietor of a paper when he was only a paid servant.

In those circumstances, the paper could publish any libel, knowing full well that the unfortunate victims of the libel could not recover anything. A man in that position was not likely to act honestly in any business, and, he thought, ought not to be allowed to trade for a considerable time.

Hines, a bookbinder by trade, failed last January with liabilities of £4,030, on which a dividend of 1s. 7½d. in the pound had been paid. In October, 1924, he gained a scholarship at Ruskin College, and on leaving that institution in March, 1925, he was appointed manager for the Communist Party in the publication of the papers. He subsequently assumed their proprietorship and carried on until he was brought to the Court.

He attributed his failure to the adverse result of an action which was brought against him for libel, and in which damages were given against him, and a consequent falling off in circulation and income and loss on trading.

TENNIS INTERPORT.

HONGKONG MAY SEND A TEAM TO SHANGHAI.

It is understood that correspondence has taken place between the Shanghai and Hongkong Lawn Tennis Associations with regard to sending a team of Hongkong tennis players to Shanghai. The Shanghai Association held a meeting on May 1, and Mr. D. S. Green, the local Hon. Secretary, is awaiting their decision before taking any further steps.

If a team is sent, it is probable that it will go up at the same time as the cricketers, and will include E. C. Fincher, who will probably be selected for the Interport cricket team. The names of Ng Sze-kwong and S. A. Rumjahn have also been mentioned, but nothing definite has been decided.

It is understood that a ladies' team from Hongkong is also going to Shanghai shortly.

Amongst the passengers who left for Australia by the a.s. *Arafura* were Capt and Mrs. C. Harris Walker and daughters, Mr. G. E. Furniss, Lt.-Com. J. W. Thorneycroft, Mr. H. D. Iffe, Mr. G. Cataneo, Mr. H. A. Briggs, Mr. A. H. Briggs and Mr. J. Winks.

The first known record of a ship is on an Egyptian monument, 4000 years old; it was propelled by 40 oars.

IN MEMORY OF FALLEN CHINESE.



The striking memorial archway erected at the Public Gardens by the Imperial War Graves Commission in memory of the Chinese in the service of the British Government who died through enemy action during the Great War. H.E. the Governor is to perform the unveiling ceremony to-morrow morning. (Photo: Mes Cheung.)

DISPUTE OVER FILM QUOTA.

FRENCH DECREE THREATENED BIG LOCK-OUT.

AGREEMENT WITH U.S.

Paris, May 4.

The decree of February 18th, laying down that a quota of one French film must be sold in the United States for every four American films produced in France, has given rise to considerable acerbity in French and American film circles.

The friction has brought Mr. Will Hays, the American film magnate, from America to negotiate a modification of the "ruinous" conditions of the decree, in consequence of which American cinema establishments in France threatened to close down, rendering 8,000 French employees idle.

An agreement has now been reached, not modifying the quota, but ameliorating the methods of its application by substituting import licences for block booking, thereby enabling French producers to negotiate directly with American firms.—Reuter.

CONTROL OF GOATS.

"MEASURE TO SAFEGUARD HONGKONG SHRUBS."

Regulations made under the Plants Ordinance provide that except with the consent in writing of the Superintendent of the Botanical and Forestry Department, and in accordance with such consent, no person shall keep goats.

It is also provided that it shall be lawful for the Superintendent, in any consent given by him under these regulations, to limit and prescribe areas within which the applicant's goats may range or wander for food, to attach conditions to the consent, also to limit the duration of the consent.

Every owner of goats, and every person having charge of goats, shall take all steps necessary to prevent such goats from doing injury to trees, shrubs, or other plants on any unenclosed Crown land other than within the area (if any) limited and prescribed for the ranging and wandering of his goats for food.

The regulations are to come into force on August 1st.

GOVERNMENT CHANGES.

ACTING APPOINTMENTS IN HONGKONG.

The following Government appointments are gazetted:

Hon. Sir Henry Pollock, K.C., to act as Attorney General, during the absence on leave of the Hon. Sir Joseph Kemp.

Mr. Philip Jacks to act as Puisne Judge.

Mr. G. R. Sayer to act as Postmaster General.

Mr. G. D. Lloyd to be Superintendent of Imports and Exports.

According to the decree of a London magistrate the father has absolute right to choose what schools his children shall go to and what religion they shall adopt.

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the *Daily Express*.

Answers, for those who need them, will be found on Page 16 of this issue.

- 1 Which city is now computed to be the richest in Great Britain?
- 2 What is the meaning of the letters "K.G." on the new British silver coinage?
- 3 What London newspaper, published daily for the last 200 years, is practically unknown to most people?
- 4 What great engineering project is shortly to be begun in Africa?
- 5 In what year was the Oxford and Cambridge boat-race first rowed?
- 6 What British regiment raised the first military band?
- 7 What player holds the draughts record, and by what performance?
- 8 What sum is represented by the 100,000,000 notes now being printed by the Bank of England, and at what rate are they being produced?
- 9 What is a tipstaff, and why is he so called?
- 10 When was London's first tramway opened and what was its route?
- 11 What historic discovery was recently made in a London rubbish heap?
- 12 What test is now being made by scientists to ascertain the health value of apples?

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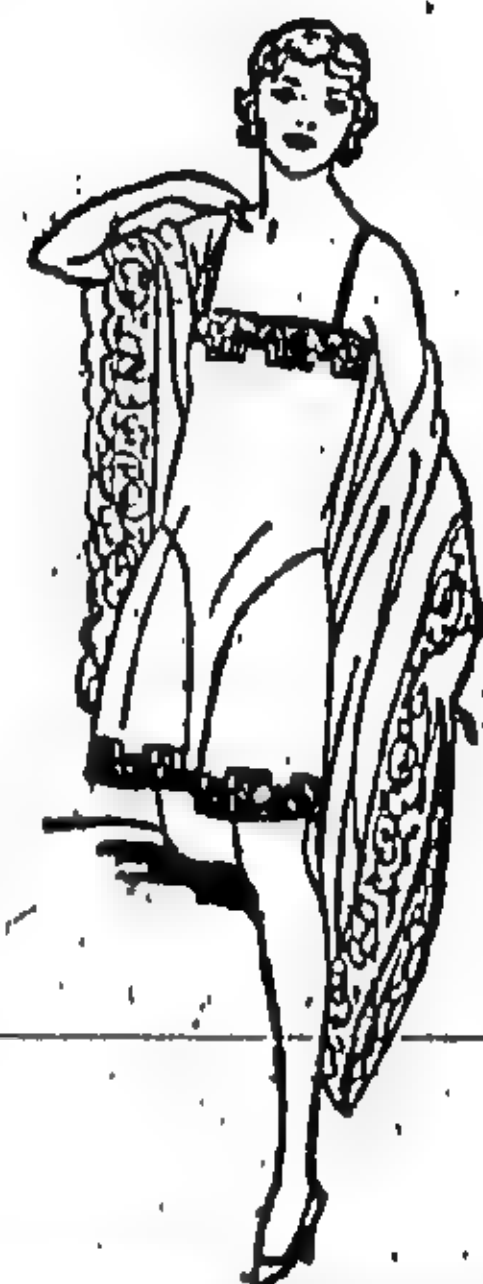
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FRIDAY NEXT MAY 11th

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Within the reach of every family

A small first payment puts Frigidaire in your home. You expect to have Frigidaire sometime. You know that Frigidaire not only brings you freedom from outside ice supply—it keeps all foods colder, better, and longer. It makes possible many new and delightful frozen dishes. It makes plenty of ice cubes.

You can have all the advantages of Frigidaire now. Low prices and con-

venient terms make it easy to own. And Frigidaire pays for itself in better refrigeration—better kept foods—surprisingly low operating cost.

Come into our salesroom today. Examine the Frigidaire most suitable for your use. Get an estimate on operating cost, based on the experience of users in your neighborhood.



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TENNIS TOURNAMENT CONCLUDES.

RUMJAHNS WIN DOUBLES EVENT.

Always a hard pair to beat, the Rumjahns cousins who first won the doubles tennis championship four years ago, repeated their performance yesterday when they accounted for Hancock and Tottenham after a close and keen match. The narrowness of the victory of the Indian couple can be gauged from the scores. The Rumjahns in winning by three sets to one only proved their superiority by four games.

Youth, speed the better understanding with against experience and hard hitting on the part of the English pair, who, although were not combining very well together at times, put up an excellent fight. At one time it looked as if they might even become the first holders of the present cups. The Rumjahns, however, asserted their superiority in four sets.

H. D. Rumjahns was always spectacular and was placing with accuracy. At the net he brought off some very neat shots and had the opposing pair beaten time and again. He has not yet got over his inclinations to serve double faults and yesterday his brilliance was somewhat marred by indifferent services. His partner was only occasionally brilliant and was seldom very dangerous.

With the English pair, the honours were reversed yesterday. Whereas in the semi-final Hancock bore the brunt of the play against the Ng brothers, yesterday his display was not up to the form he showed then. Tottenham played a much better game than when they entered the final and but for his consistency the defeat would have been heavier.

At one time in the second set it looked as if the challengers would equalise matters, but after a brilliant start they fell away and lost the set 3-4. They had the lead at 3-0 and were 40-15 in the fourth game when the Rumjahns struck their winning form and took this game and only allowed their opponents one more game.

The final of the Mixed Doubles was also played yesterday. Lt-Colonel and Mrs. Wyatt defeating H. Owen Hughes and Mrs. Remington in two straight sets 6-3, 6-4.

Prizes Presented.

At the conclusion of the match, Mr. H. R. B. Hancock, the President of the Hongkong Cricket Club, in asking his daughter to present the prizes, said he thought they had been very lucky in getting the tournament through in such good time. One of the chief reasons for that was the new arrangement made by the Tennis Sub-Committee of fixing dates for each round. They had gone to a great deal of trouble and it had been very hard work, particularly when rain had interfered and necessitated re-arranging the matches. Thanks were not only due to the Committee but to the competitors for so promptly getting their matches off.

Mr. Hancock mentioned that the trophies for the open doubles had been won outright and Mr. Ho Kom-tong, with his well-known generosity, had come forward again and presented two more magnificent challenge cups. He was only sorry that he was not to be in charge of one of them for a year. There had been one or two changes in the championships. Mr. S. A. Rumjahns, the open singles champion last year, was defeated after a very good game by Mr. Honda, who had twice previously held the title, and the Club championship had gone to Major Stevenson, who beat the veteran Mr. S. E. Green, who still has many years of tennis ahead of him.

In conclusion, Mr. Hancock expressed thanks to the entrants, to Mr. Nibbet, to the various umpires, and to the indefatigable and hard working Hon. Secretary, Mr. Greenhill. (Applause).

Miss Hancock then presented the prizes to the following: Handicap Doubles: Winners, Lt-Col. F. J. Wyatt and Mrs. Wyatt; runners-up, H. Owen Hughes and Mrs. Remington. Handicap Singles: Winners, W. B. Cornaby and A. Piercy; runners-up, A. D. Humphreys and G. R. Sayer.

Handicap Singles: Winner, Lt-Col. F. J. Wyatt; runner-up, D. S. Green. Handicap Singles: Winner, H. V. Parker; runner-up, T. G. Bennett. Club Championship: Winner, Major W. B. Stevenson; runner-up, S. E. Green. Championship Doubles: Winners, S. A. Rumjahns and H. D. Rumjahns; runners-up, H. R. B. Hancock and Dr. R. E. Tottenham. Open Championship Singles: Winner, T. Honda; runner-up, S. A. Rumjahns.

At the conclusion of the distribution Miss Hancock was presented with a beautiful bouquet in a silver holder.

ARTILLERY SPORTS.

INDIANS' ATHLETIC MEETING CONCLUDES.

The annual athletic meeting of the Hongkong Singapore Brigade Royal Artillery was concluded yesterday afternoon, when after the races, the prizes were distributed by Mrs. Scovill.

Before asking his wife to present the awards, Major Scovill congratulated the winners, especially the Right Section of the First Mounted Battery, who became the first possessors of the Inter-Unit shield which was only presented for competition this year.

The speaker thanked the Naval Officers for the use of their ground, and also Lieut. Col. Ivens and officers for allowing the band of the 3/16 Punjab Regiment to play during the afternoon.

The following were yesterday's results:

400 Yards Relay Race.—1, Right Section; 2, 5th Heavy Battery. Four-Legged Race.—1, 5th Battery; 2, 4th Battery.

Obstacle Race.—1, Gnr. Fazal Iahin (Fourth Battery); 2, Gnr. Din Mohamed (Fifth Battery).

Half Mile (Open to all Indians in the Colony).—1, Sepoy Inda, Singh (Punjab Regiment); 2, Sepoy Sowin Singh. (Punjab Regt.).

One Mile Relay Race.—1, Right Section; 2, 2nd Battery.

Indian Officers' Race.—1, Jemadar Warras Khan; 2, Jemadar Makha Singh.

Sack Fighting.—1, Centre Section; 2, 5th Battery.

Two Mile Relay Race.—1, Right Section; 2, 2nd Battery.

Boat Race.—1, 5th Battery; 2, 4th Battery.

880 Yards.—1, Right Section; 2, 5th Battery.

One Mile Relay Race (Open to Royal Navy and British Units).—1, K. O. S. B.; 2, Royal Artillery.

Time: 3 mins. 34.2/5 secs.

Alarm Stakes.—1, Right Section; 2, Centre Section.

V. C. Race.—1, Gnr. Khushi Mohamed (Left Section); 2, Gnr. Rahmet Khan (Right Section).

Wrestling on Horseback.—1, Centre Section; 2, Left Section.

Band Race.—Sepoy Cheta Singh; 2, Sepoy Tija Ram.

Relay Race (Open to H. K. S. Bde. R. A. 3/15 Punjab Regiment; Hongkong Police (Indian Personnel and Indian Recreation Club).—1, H. K. S. Bde. R. A.; 2, Punjab Regiment.

Team Race (British Officers, N. C. O's and Indians).—1, 5th Battery; 2, Right Section.

Tag-of-War.—1, 2nd. Battery; 2, Right Section.

Inter-Unit Shield.—1, Right Section (First Mounted Battery) with 27 points; 2, 2nd. Heavy Battery with 19 points.

INCREASED FEES.

K.R. G.C. RAISES SEA GOING SUBSCRIPTION.

An extraordinary meeting of members of the Kowloon Bowling Green Club was held at the Club House yesterday evening, Mr. D. Wylie presiding, to consider an amendment to article 33 of the Articles of Association, whereby sea-going members should pay a half-yearly subscription of \$5 instead of \$3.

Article 33 states: Sea-going members, i.e. men of the merchant service trading outside the waters of the Colony, shall pay an entrance fee of dollars twenty and a half-yearly subscription of dollars three. The sea-going members shall have no voice in the management of the Club.

The proposed amendment, the adoption of which was moved by the chairman and seconded by Mr. D. Gow, was to the effect that the article under consideration should read that sea-going members should pay a half-yearly fee of \$5.

Mr. A. W. Eastman asked what the object was of increasing the subscription and the chairman replied that the object was to get more money from subscriptions.

On being put to the meeting the proposition was carried, 21 voting for and two against.

A confirmatory meeting will be held at the Club House on Friday, May 18, at 8 p.m.

CHARITY FOOTBALL.

ROYAL NAVY v. SACRED HEART COLLEGE.

In aid of the funds of the Society of St. Vincent de Paul and the Kwong Wah Hospital the Sacred Heart College, past and present pupils will play the Navy Charity football match on the H.K.F.A. Club ground to-morrow. These teams met some time ago drawing a very even result and a good game is expected to-morrow.

The following will represent Sacred Heart:—Dau Ka Ping, Li Tin Sang, Yu Cheuk Wah, Lau Kau, Wong Shui Wo, Leong Wing Tak, Leong Chiu, Lau Mau, Pau Ka Chuen, Ip Pak Wa, Fung King Cheong, Lai Tin Choi, Pang Wa Hing.

COLONY'S TENNIS CHAMPIONSHIP.



Snapped at the final of the Hongkong Lawn Tennis Singles Championship, in which T. Honda (left) wrested the title from S. A. Rumjahns. (Photos: Mee Cheung).

TO-DAY'S RACES.

(Continued from page 9.)

3rd. Race.

Nara Slag.—Despite the fact that he is over-laden he should have no difficulty in annexing this event.

Bright Prospect.—Is not without a claim at the weight although it appears on the heavy side. His win over Nara Slag at the last meeting was convincing enough and I would advise backers not to forget him.

Castle.—Is about due for a win but I am inclined to think the distance will prevent him from being seen by the gentlemen in the box.

4th. Race.

Boxing Eve.—Is just now at his very best and has won three of the last four races in which he has competed, the last being the Junk Plate over seven furlongs and 65 yards when, in record time, he showed the way to Winsome Slag and Peck.

Blackstone Hall.—Strictly on the form shown on his last meeting he is nicely in at the weights and giving of his best he may prove a danger.

Aristophanes.—If good looks count for anything he should be useful in his class. He should secure third place in this race.

5th. Race.

Erstwhile.—Despite the weight he is carrying he looks a certainty here and certainly deserves his place at the top of the division.

Sunning.—Though rarely seen in a distance event I think she will be equal to the change and may run the top weight a close race for first place.

Man Of War.—Beat the mare at Mearns, but I do not think he can get away with it to-day.

6th. Race.

San Francisco.—In the best of company he ran a great race at the last meeting under the circumstances. He is a good weight carrier and the distance is just right.

Chemal.—Gave a very useful performance when last out but I am rather doubtful about him as a weight carrier.

7th. Race.

The Haught.—Was staunchly supported at the last meeting but disappointed. Still, I am of the opinion that Wong should just about succeed to-day.

Siang River.—Although he has not shown any form to speak of, he can be made out to have a fair chance and may score again.

My Toy.—Crazy in the nut, I'm sure; but he should be equal to something in this company and with a little "joss" should at least be placed.

Zin.—Put in a creditable display by running second in the half-mile at the last meeting. He will certainly bear inspection with only another furlong to go.

8th. Race.

Peck.—On paper he looks a certainty for this event.

Coos Bay.—If he is up to the same form as at the last meeting he will be a positive danger and may spring a surprise.

San Diego.—Will have a lot to do if he is expected to beat Peck with the present handicap and I have an idea that he will just about get third money.

Damaged Goods.—Will win the run-off.

My selections are:

Selections.
Race 1.—1, New Year's Eve; 2, Wuchang; 3, Warrington.
Race 2.—1, Grey Knight or Erstwhile; 2, As You Like It; 3, Bankra.
Race 3.—1, Nara Slag; 2, Bright Prospect; 3, Castle.
Race 4.—1, Boxing Eve; 2, Blackstone Hall; 3, One Third.
Race 5.—1, Sunning; 2, Man Of War; 3, The Zebra.
Race 6.—1, San Francisco; 2, Chemal; 3, Caesar.
Race 7.—1, The Haught; 2, My Toy; 3, Zin.
Race 8.—1, Peck; 2, Coos Bay; 3, San Diego.

REFEREE RESIGNS.

SEQUEL TO INCIDENTS AT LOCAL MATCH.

In connexion with the incidents which occurred during the semi-final of the Lal Wah Cup competition between the Army and the Chinese the following correspondence has passed between the referee, Mr. J. W. Barber, and the Secretary of the Hongkong Football Association.

Hongkong, Apr. 22.

The Secretary, Hongkong Football Association.

Sir,—I must regret that from conversation with other officials of the H.K.F.A., that the impression is that I am guilty of an act of discourtesy in not attending a meeting of the committee of the H.K.F.A. appointed to deal with the above incidents. I should be grateful if you would inform your committee that I received no summons to attend this meeting; had I done so, I should most certainly have been there.

I was very much surprised, when upon enquiry yesterday I was informed by you that the matter had been dealt with, and still further surprised to learn that the player I ordered off for a very serious offence, was allowed to get away with a caution, due to lack of evidence.

Now there are several points which I request that you will submit to your committee:—

- (1) Had I been aware of the meeting and attended, I could not have added to my written report.
- (2) Neither of the linesmen were summoned to give evidence if required.
- (3) The player against whom the offence was made was not summoned.
- (4) Members of your committee were watching the match, and could by the rules of the F.A. give evidence if required.

I cannot hope that the case can be reopened, but I feel bound as the official concerned, and also as the Hon. Sec. responsible for the control of R.N. and R.M.F.A. referees, on the China Station, to respectfully protest against this apparent lack of support by the H.K.F.A. to the officials appointed by them. In my experience as a referee in many countries, I have never known a player get away with a caution for such a serious offence. I shall be free to attend any meeting up to May 10, when I expect to sail from Hongkong, and I request an early reply.—I remain, Yours faithfully,

J. W. BARBER.

Secretary's Reply.

Dear Sir,—I am directed to acknowledge receipt of your letter on the above subject. The fact that you did not receive a notification of the meeting is quite sufficient excuse for not putting in an appearance, but one was sent to you by me at the same time as the others.

It cannot be admitted that an official in charge of a game has authority to criticise the findings of a Committee. These members, very often at great inconvenience, put in a large number of hours at various meetings in the interest of the game, and it is not likely that they would idle their time away with frivolous decisions.

Your points relative to the linesmen and player offended against being called as witnesses, is not what is usually done; moreover it must be remembered that in all cases where the plaintiff or prosecutor fails to appear the offender always gets the benefit.

In answer to your concluding sentence, I don't think that any official of this Association can be accused of lacking in support of those referees who are appointed to control the games under their jurisdiction.—Yours faithfully,

W. E. HOLLANDS,

Hon. Secretary.

Referee Resigns.

Mr. Barber wrote a second letter in which he said:

I beg to acknowledge receipt of your reply to my letter of April 22, and, as in my opinion it is very unsatisfactory, I have no alternative but to respectfully withdraw my services as a referee affiliated to the H.K.F.A.

'Much' has been said and will continue to be said about the administration of the H.K.F.A. and while it is legitimate in such a manner it must not consider itself above criticism. Football is a game which must be controlled efficiently, otherwise it develops into a scramble and efficient control can only be achieved by officials who are confident that they have the support of their F.A. This, I feel I have not got in Hongkong, hence my resignation.—Yours, faithfully,

J. W. BARBER.

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The colour-scheme of this taffeta model is Chinese blue and grey; the deep tucked bertha is in pale grey georgette with tiny cuffs en suite, and the buttons which fasten the quaint little bodice are Chinese blue enamel.

CHIFFON SQUARES.

A REVIVAL OF THE "KERCHIEF."

This season has brought a revival of the kerchief, which may be worn in as many ways as there are temperaments. It may be knotted about the throat, Wild-West fashion. It may be thrown across the shoulders a la Carmen. It may be tied light around the throat, or wrapped to reach the ears. Often, it is worn knotted about the wrist, or the elbow. Not infrequently, it is drawn through the belt. Many women like to have a large coloured handkerchief trailing from the pocket of frock or sports frock. Others carry an ample square of hemmed chiffon in the hand. They let it drop in the lap, pick it up, drape it over one shoulder, take it off again, twist it around the hand. The way of a woman with a kerchief may be as expressive as the way of a man with a cigarette.

Shingle Hair-pins.

Some women use fine hairpins to keep their shingles trim. But ordinary hairpins have a way of slipping out of short hair. The best hairpins are those which will obligingly cross over at the points, preventing this mishap. They are made of a non-inflammable material resembling tortoiseshell and are extremely strong, yet of feather-weight.



Above is pictured a dainty little coffee-coloured lace gilet which takes away the severity of the linen suit without lessening its individuality.

COLOURFUL RAIN-COATS.

FOR THE RAINY SEASON.

One of fashion's most clever recent achievements is to teach us how to laugh at the weather. Radiant colourfulness now stands where once was the drab ugliness understood by the word "raincoat." To-day we have not merely raincoats of perfect cut and rainbow hues, but also special types of accessories with which to fortify ourselves against the misery of a rainy day. Crepe-de-chine, satin, velvet, and gabardine—all waterproofed—are but a few of the fabrics used to-day for raincoats. Novelty fabrics finished to represent lizard skin, calf skin, and snake skin are to be bought. Oilskins appear in the whole gamut of colours—black, red, green, purple, amber, blue, and brown, and even white. Trimming the raincoat with contrasting colour and material is an idea that turns it immediately into a smart ensemble—and one that will keep its smartness despite the weather. Though plain, bright colours are liked in all the new raincoat fabrics, the vogue for trimming is growing, with the result that they look more than ever like a carefully planned ensemble, and less like a protection from the elements.

Rain Ensembles.

One beautiful model uses waterproofed fabrics resembling alligator skin. Another, of fabrics in platinum effect, is lined with scarlet crepe-de-chine, with tiny checked collar and cuffs in silver and scarlet. Buttons are greatly improved on newer models. The bone ones have been superseded by covered buttons in matching fabric. Others, in brightly coloured galalith, have buttons of the same material. "Rain ensembles" of coat, hat, and umbrella are now sold. One coat of rubberised fabrics has a hat and umbrella in plaid to match its silken lining. Coats of changeable satin fabric are matched by hat and umbrella. The details of the last-named match the buttons and buckle on the coat—the hat is strapped and buckled, and the umbrella handle and tip repeats the button material.

Honey is Wholesome.

Give honey to the children whenever they ask for it, because this natural sweet is wholesome and health-giving. And, if you cannot get our home-grown variety, ask for the honey which is sent to us from Australia. It is not expensive, and is guaranteed quite pure.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, March 22.

Here is a chic idea for a new Spring tailored suit, consisting of a dainty little coffee-coloured lace gilet. These are easy to make and just take away the severity of the linen tailor-made by introducing the feminine touch. Tucked georgette would look equally dainty, but the lace idea seems more popular at the moment.

Next we have an evening cloak which is designed in anticipation of warmer weather, when the ubiquitous white fur ones will disappear. Incidentally, I am amazed at the number of otherwise well-dressed women who have plunged into white for this winter, because it is not an easy thing to wear and by no means suits everybody. Miss Fay Compton, in a shell pink georgette gown, surrounded by an ermine cloak which throws up her magnificent red-gold hair, is one side of the picture; but quite another side is Madam from the suburbs, looking a little troubled, and wearing a white cloak which, instead of being a beautiful covering for an equally beautiful frock, merely proclaims that the wearer's husband has depleted his bank balance in the cause of domestic peace. This does not mean that you must not wear ermine or bleached cat unless you are a beautiful actress, but it does mean that you want to think twice about it unless, all the conditions are suitable, and remember how much more effective and economical a reversible chiffon velvet is for ninety-nine women out of a hundred.

Vanity Street.

But we have strayed from the original cloak which prompted the foregoing little homily. It is of silver broche and was sketched at one of the most recent dress shows. You will see that it is a compromise between a cloak and a shawl, and I expect it portends that we are to see quite as much of the Spanish shawl—most be-

coming of wraps during the warm weather as we did last year and the year before that. The gown underneath the cloak is mid-night blue georgette with the uneven hem which is in for another long run. Perhaps it would be more accurate to call this a "petal" hem, because the real unbroken hem these days means a dip at one side, or the back, whereas these points are quite regular in their irregularity, if you get me. Call it what you like, however, but I should advise you to add such a dress to your holiday dance frocks. The waist line is nearly normal;



certainly higher than usual, and a glittering buckle is an essential part of the scheme.

Is That So?

Our sketch this week is of that versatile and popular actress, Miss Gertrude Lawrence. She made a great reputation for herself as a comedienne in the Charlot Revues two or three years ago, and then she went to America, where she seemed to break all English records; so much so that there were rumours that she wouldn't come back. However, she did, and we have been enjoying her performance in "Oh, Kay!" at His Majesty's Theatre. There is every indication that Miss Lawrence will do what so many musical comedy stars have done—branch out into the "legitimate" (or un-musical) comedy and drama, because she has said that she is looking for a "straight" part, and

not long ago tried out a play called "Ice Bound" at a Sunday Show. She has that intangible yet indispensable asset—personality, and no one cares if her voice is as slender as her charming figure, so long as she just stands and sings her songs with irresistible point.

The Street of Adventure.

Having been otherwise occupied, I only just caught the end of the argument, which originated, I believe, in Lord Birkenhead's statement that women writers are not up to the masculine standard—or words to that effect—and caused Miss Sheila Kaye-Smith and various other women novelists and poets to join issue with him, and so I do not know all the points made by both parties. Anyway, why trouble to argue? Why this mania for bringing everything down to figures? No matter what the figures are, I am glad there was one woman who could write as George Eliot did, and I do not think it matters much that men are writing what is technically known as "Tripe" all the world over. There are always the Walpoles, Shaws and what-nots to redeem them! And this reminds me that I have been reading what I consider one of the best novels written by a woman in the last twelve months—"The Plough," by Naomi Jacob (Thornton Butterworth). Statistics about women writers do not lessen one's enjoyment of such a masterly piece of work as this book, and I recommend you to read it at once, even if you have to buy it! There is little or no plot, and it deals with five important years in the life of a boy of the upper middle classes—from eighteen to twenty-three, taking in the War period, and treating it with exceptional clarity, both from a technical and psychological point of view, considering that the author is a woman. If you want a perfect, ramp and a perfect mix described by a woman, you will find them in "The Plough," which has beautiful moments in addition.

BRIGHT COLOURS.

MODERN EVE'S BUSTLE.

With the exception of three or four dressmaking firms who always show late in the season, all the new models for spring and summer fashions have been shown.

We know that skirts are to be short, within reason, that tailor-made coats and skirts have come back to their former popular position. That boleros are still worn, that the jumper and pleated skirt are the right things for sport, and that the power of the "ensemble" idea is as strong as ever.

The waist-line is said to have risen definitely. It has on many dresses and is seen in some tailor-made coat styles, but it is not by any means a settled, unalterable rule. There are plenty of dressmakers who continue to make dresses and sports suits with a low waist-line. Indeed, when you have been to see 20 or 30 collections you rub your eyes and wonder how it is about any one style or detail. There are dressmakers who are making skirts which almost touch the calf of the leg, and have a belt set at normal above the hips, and slightly drawn in. This is a return to the old-fashioned figure.

There are others who deliberately swathe the hips and drag down the draperies to fall diagonally. In no single instance is a rule in fashion kept so diligently that it may not be broken. But, yes, there is one. It is the question of materials.

Fashionable dresses have to be in one or other of the materials of the season.

To be well dressed the right materials must be used. There is no line. The new line flows diagonally. That is the description. There are many woollens with diagonal lines, not many plaids. Small checks are used to make skirts which are worn with plain coats. A new line is that which has appeared with the revival of the 1878 to 1890 fashions.

In these styles are flounces which dip in front to rise and widen behind till they meet the waist-line. It is the old idea of polonaise and bustle, but so mo-



A dainty cloak for the warm weather—a compromise between wrap and shawl—in silver broche.

Hat Ornaments.

The new ornaments for sports hats are oblong or round plaques of silver, with a silhouette stamped out of them, so that the face shows through. Tennis girls in English attitudes, golf girls, bathing girls and so on are shown, so are racing cars.

dernised as to look very youthful and slim.

With regard to colours, fashion favours all the pale greens, bright reds, lots of navy blue, some beige and brown, black, black and white, yellow, and, for evening, all the pastel shades.

THIS WEEK'S RECIPE.

A NOVEL TART.

Line an open tart tin with short crust pastry, and bake. Spread jam over the tart and cover with the following mixture:—

Sieve 1/2 lb. of cooked floury potatoes. Melt 1/2 oz. of butter in a pan, add the potatoes, 2 oz. of caster sugar, 2 oz. of flour, the grated rind of a lemon, the beaten yolks of two eggs, and about half-pint of milk. Mix well, add a pinch of salt, and spread the mixture over the jam. Bake in a moderate oven for 20 minutes. Whip the whites of the eggs to a stiff froth, sweeten, and flavour to taste, and pile over the tart. Sift caster sugar over, and return to the oven to brown and set the meringue.

AIDS TO BEAUTY.

A West End beauty specialist has a useful "table" of rouge for various complexions and occasions:—

A rouge of orange shade in cream form is intended for blondes.

A paste rouge of a pale rose shade is recommended for blondes for evening use.

A paste carmine rouge is made for the woman with an olive tinge in her complexion.

A liquid rouge suitable for oily skins is for brunettes, oily skins usually being darker in colouring than dry skins.

A powder rouge in a natural shade is useful for both blondes and brunettes.

A new face powder in a delicate green shade is appreciated by clients who have a very fresh complexion. This tones down the colour without giving it a "purplish" glow. The powder is also used by many clients of normal complexion for use in the evening.



The harmony of spring accessories: Missy here wears a necklace of triangular crystals and a bracelet of amethysts, rhinestones and black enamel set florally in silver. Of black chiffon, gold lace and tiny flowers in pastel shades is the large evening handkerchief of black chiffon she is admiring. Inset, a swirling maroon kerchief pin of rhinestone with a jade centre.

Accessories are, in many instances, the focal point of a costume. This year accessories need more care in their selection than last year. Just because clothes are becoming dressier, a woman must exercise more restraint in the indispensable extras she buys to go with them. Too ornate a taste in accessories will ruin the most beautiful ensemble.

Be Sure They Harmonize.

Accessories for daytime are getting away from the "cats" idea of last summer when bag, purse, scarf, bracelets, shoes and so on all were as identical in pattern and colour as possible. It is smarter now to harmonize things rather than to have them all just alike. Of course the catch in that is to make sure everything does harmonize.

Necklaces in rather short, single strand lengths are the vogue this minute. Crystal holds enviable eminence—Paris is featuring it in every cut and setting.

To-day is shown a French import that is lovely for evening wear—fashioned of triangular-cut crystals and of a new length, just a little more than a choker.

Bracelets now grow individual. The well-dressed woman prefers a single wide bracelet to many slender ones.

Shown to-day is one of the new bracelets. Amethysts and rhinestones are delicately set in a floral pattern in gracious silver—with black enamel traceries here and there to enhance the laciness of the ornament. Four jewelled flowers stand but around the bracelet as witnesses to modern skill in jewellery.

For sports the newest bracelet is of leather—links of coloured leather. Quite colourful and neat. And they emphasize anew the differentiation this season makes between sports and ballroom apparel.

Shown in the picture to-day is the latest mouchoir—a huge evening handkerchief of black chiffon, gold lace and tiny flowers in pastel shades. The size is the first astonishing thing about evening handkerchiefs. They are as big as a man's handkerchief, or even bigger. But for daintiness and colourful beauty they remind one of clouds lit by sunlight. They come in the loveliest shades.

A Natural Jump.

To jump from handkerchiefs to kerchiefs is a natural thing. Kerchiefs this season repeat the geometric patterns of last year, only more subtly as to colour and line. Or they come flowered, daintily, spring-like in the small flowers that bloom thereon. The plain kerchief, however, gains vogue. A tone deeper or lighter than the suit—an ombre shading of colours that catches all the bones of a dress or even a striking note of vivid colour with a white frock—these are the characteristics of kerchiefs this season.

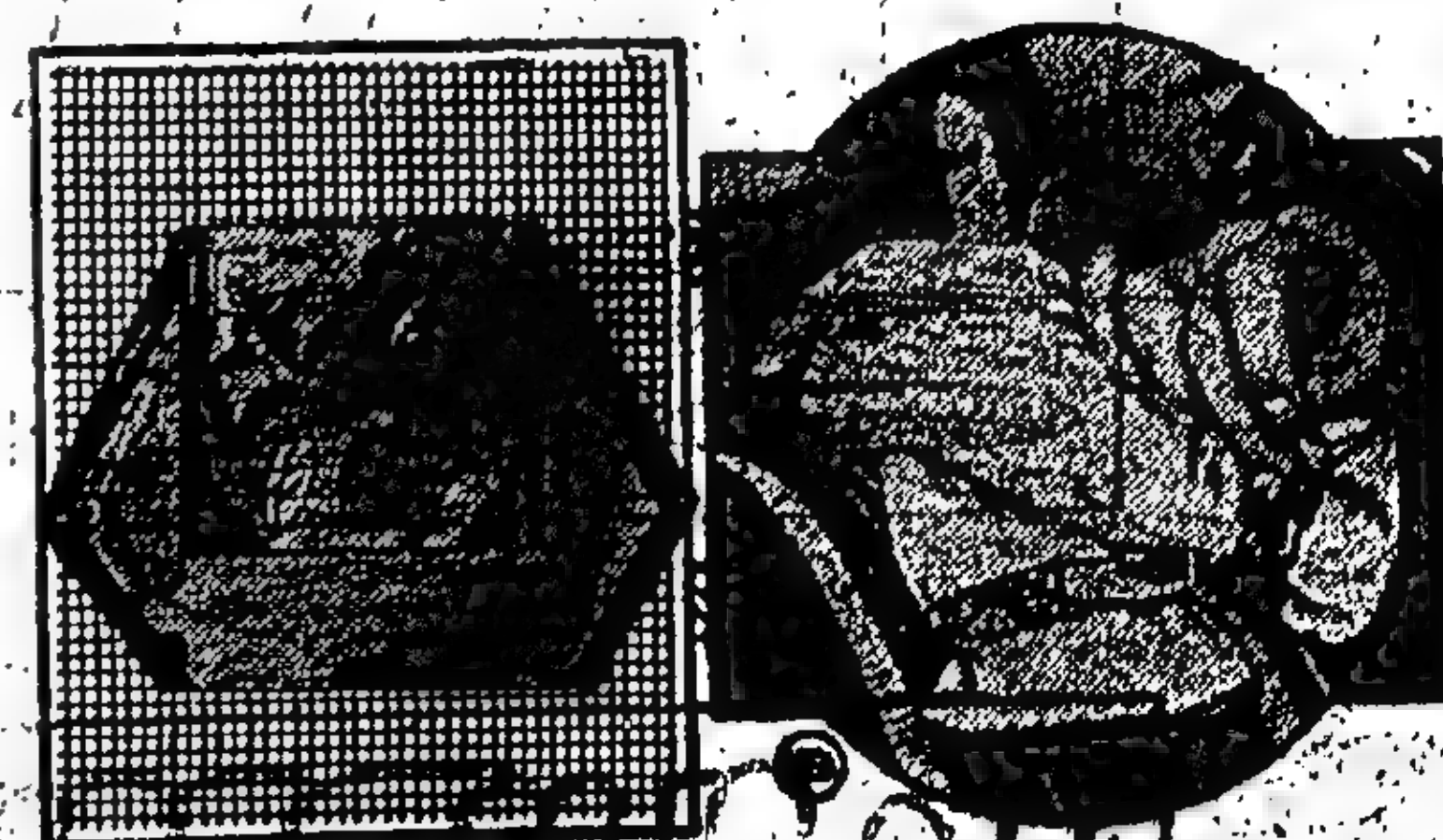
The new thing about kerchiefs is that they are not loved for themselves alone, now. Rather, a vivid kerchief is used as a setting for some exquisite pin. New kerchief pins feature crystals, turquoise, enamel, synthetic jewels and other fancies.

In the picture above, gleaming against a luxurious silk scarf with all of spring's greens in its changeable colour, is the newest kerchief pin. It is of maroon, in a swirling sunburst design, set with tiny rhinestones that all lead to the centre which is a large bit of jade.

Batik Painting.

The modern cellulose paints which are so easy for amateurs to use lend themselves very readily to a form of painting that closely resembles batik effects. All that is required is a set of two or three harmonising colours and a brush for each one. One of the colours

should be chosen for the principal tint. Paint the article in patches, putting on the chief colour in large patches and then the other two colours in smaller adjoining patches. Use separate brushes, but do not wait till the colours dry. They will mingle just a little, but this gives the typical batik effect.



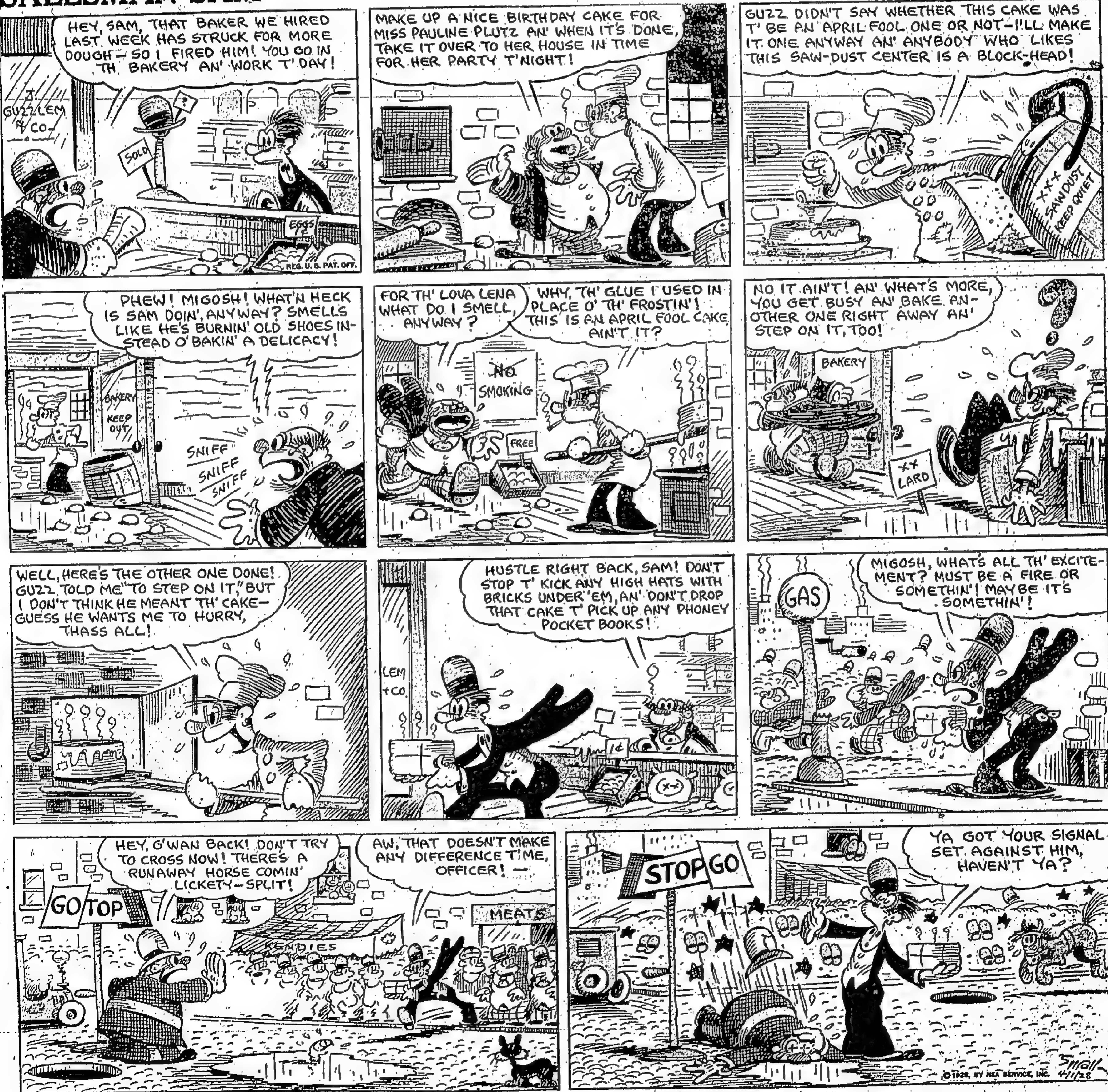
Dressy smart is this oddly shaped green suede purse, richly embroidered and edged in gold (left), and light green gloves with detachable emerald green wristlets.

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EMPEROR OF ASIA	July 18	July 21	July 24	July 26	Aug. 4
EMPEROR OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPEROR OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15
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M.V. "NANKING"	5th July

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M.V. "NANKING" 25th May

For further particulars apply to the Agents.
GILMAN CO., LTD. G. E. HUYGEN.
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GERMAN MERCHANTS' DEATH.

A FORMER RESIDENT OF HONGKONG.

News has been received from Hamburg of the death in that port of Herr Ernst Goetz, a former resident of the Colony, who, before his departure at the outbreak of the late war, was head of the firm of Arnold and Karberg here.

The deceased gentleman was extremely well-known in Hongkong and China in those old days, when amongst his other business connections he was a Director of the Hongkong and Shanghai Bank.

Very little is known of Mr. Goetz by the present firm of Arnold Brothers which took over the interests of Messrs. Arnold and Karberg on the liquidation of the branch here.

The news of Mr. Goetz's death was received from his widow in Hamburg, who in a letter to a friend of the family here, states that death occurred on March 6. It was stated that Mr. Goetz had been in ill-health for some considerable time.

A large number of friends were present at the funeral, the remains being cremated.

The deep sympathy of many old residents will be extended to the widow of the deceased in her bereavement.

CHINESE FACULTY.

MORE GIFTS RECEIVED YESTERDAY.

Another considerable amount was gathered yesterday for the establishment of a Chinese Faculty at the Hongkong University as a result of a little more than an hour's work of some 22 members of the said Fund Committee who set out to collect more contributions for the great purpose, but as most of these Chinese merchants had to attend at the Foundation Stone Laying ceremony of the new branch Tung Wah Hospital by H. E. the Governor at the Soekunpoo they were unable to do very much. However, their hour's work is said to be most satisfactory.

The following gentlemen have each promised \$1,000: Messrs. Choy Hing, Ho Kam-long, Mok Kong-sang, and Mak Shu-cho. The following merchants have each consented to give a sum of \$500: Ng Yiu-wan, Ming Kee Hong, Leung Yau-hong, Hing Kee Hong, Hung Tak Kee Hong, Wai Tak Co., Li I-cho, Young Shing Shu Tong, Yeung Shun Fook Tong, Woon Lan-shuen, Chan Foon-din, Kan Yau-cho, Lau Shu-long, Li Yau-cheung, Li Ying-cho, Yan-Tit-yu, Shiu Shuk-lim.

NOT COMING BACK.

M. SARRAUT TO STAY IN PARIS.

Paris, May 4.
M. Sarraut, interviewed by the Petit Parisien, emphatically denied that he intended to return to Indo-China. He said that as long as he enjoyed the confidence of M. Poincaré, he would remain entirely at his service.—Reuter.

MR. A. J. COOK CENSURED.

SHARP WORDS FROM THE T.U.C.

INDUSTRIAL PEACE.

The General Council of the Trades Union Council has decided to ask the Miners' Federation whether or not they approve of the recent conduct of Mr. A. J. Cook, their Secretary.

This has arisen out of the trouble in the Notts coalfield, and the attacks made by Mr. Cook on those Trade Union leaders who are taking part in the Peace Industry joint conference.

At the request of the Miners' Federation the General Council of the T.U.C. went to Nottingham to see what they could do in the way of getting recognition for the local branch of the Federation, which in a bad way because of the success of the Spencer Union. When the General Council met the Executive of the Miners' Federation a few weeks ago they made it clear, as the Morning Post stated at the time that they could not go on if they were to be the subject of attacks because of their meetings with the Mond group of industrialists. They secured an undertaking that these attacks should cease.

Mr. Cook's Reply.

"Since then Mr. Cook has renewed his attacks on the General Council, particularly in a pamphlet called 'The Mond Moonshine'."

The official report of the proceedings records that the General Council expressed the stronger condemnation of the action of Mr. Cook in issuing the pamphlet, and repudiated the document in its entirety.

The Council declared that "the pamphlet is full of inaccuracies, misrepresentations, and deliberate falsehoods, and has been obviously written for the purpose of discrediting and damaging the prestige and authority of the General Council."

In these circumstances the Council decided "to bring the matter to the notice of the Miners' Federation of Great Britain, as Mr. Cook's action is a wilful violation of the understanding come to at Nottingham on March 2 that personal recriminations, both by members and officials of the Miners' Federation and the General Council should at once cease."

The Council announced that they have requested the Miners' Federation "to state clearly whether or not they support Mr. Cook's action."

A Direct Question.

Mr. Cook made the following reply.

"The pamphlet complained of by the General Council was written sometime before the meeting of the Council at Nottingham. A resolution was passed at Nottingham that personal recriminations between members of the General Council and officials of the Miners' Federation should, for the time being, cease. I wired to the publishers from Nottingham asking that the pamphlet should be held up for a period."

"On my return to London I wrote to the manager of the publishing office to ask that it should be postponed. He replied that the pamphlet had been printed and a number

AMERICAN LADY'S DEATH.

AFTER ANAESTHETIC AT HOSPITAL.

Mrs. Alberta Townsend Mullins, an American lady who was visiting Singapore, died at the General Hospital on April 27th.

According to the report submitted to the Coroner the lady died after the administration of an anaesthetic, and the Coroner has ordered a post-mortem examination to be made. An inquest will be held on May 3.

Mrs. Mullins arrived at Singapore the previous Wednesday from Calcutta with her husband, and they were bound for France. They went to Raffles Hotel, and while there Mrs. Mullins was unwell and was advised to go into hospital.

The deceased lady, though an American citizen, was born in France, and Mr. Mullins proposes to take the remains to France for their last interment. Before he leaves, however, a service will be held in the Cathedral of the Good Shepherd.

The tragic occurrence has been a very great shock to Mr. Mullins, as a serious view of his wife's condition was apparently not taken when she was removed to hospital.

WELLKNOWN ITALIANS IN DUEL.

A "WEEKLY DISPATCH" STORY.

London, Apr. 8.
The Weekly Dispatch publishes the story of a duel fought by men well known in the West End.

An Italian, Prince Piero Colonna, who married the daughter of Countess Gregorini and recently came to live in London is stated to have found that his cousin, Prince Colonna, head of one of the oldest Roman families, refused to receive his wife owing to a family difference.

Italian chivalry prevents cousins from duelling. Piero accordingly searched for Colonna's nearest of kin and selected Signor Dimitri Surock, a wealthy bachelor, popular in London club land, and Prince Colonna's brother-in-law. He met him in Rome and asked him whether he approved of Prince Colonna's attitude. Surock assented and Prince Piero is alleged to have struck him in the face.

Surock having been challenged, began to learn how to use a rapier. The duel was fought secretly at dawn owing to the Italian authorities having prohibited duelling. Surock was twice wounded slightly and Piero was unhurt when the duel ended in the arrest of both.

Vadso, May 4.

The "Italia" has arrived here.—Reuter.
[Vadso is a small town on the Varanger Fjord, in the far north of Norway.]

of copies had been issued, so it was therefore impossible to hold it up. I contend that I have not committed any breach of the agreement arrived at as far as personal recriminations are concerned. I have no apology to make, as I intend to continue my opposition to the principle of meeting the Mond group of employers."



LONDON SERVICE

"PATROCLUS" 16th May. M'los, L'don, R'dam, Hall & G'ow
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"ANTENOR" 13th June. M'los, London, R'dam & Glasgow

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"ORRETES" 20th May. Genoa, Havre, Liverpool & Glasgow
"OANFA" 20th June. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

via Kobe & Yokohama
"TALYTHIUS" 12th May. Victoria, Vancouver & Seattle
"TEUCER" 31st May. Victoria, Vancouver & Seattle

NEW YORK SERVICE

"ADRASTUS" 4th June. Boston, New York & Baltimore
"HELENUS" 29th June. Boston, New York & Baltimore

PASSENGER SERVICE

"PATROCLUS" 16th May. Singapore, Malacca & London
"ANTENOR" 13th June. Singapore, Malacca & London

OUTWARD SERVICE

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"HELENUS" 16th May. Shanghai, Kobe & Yokohama

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To Manila

Pres. Monroe May 6th, 8 a.m. Pres. Wilson May 20th, 8 a.m.
Pres. Jefferson May 22nd, 6 p.m. Pres. Lincoln May 22nd, 6 p.m.
Pres. Grant May 12th, 6 p.m. Pres. Cleveland May 26th, 6 p.m.

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D'ARTAGNAN.....9th May.
G. METZINGER.....23rd May.
SPHINX.....5th June.
ANGERS.....19th June.

For Marseilles

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Fushimi Maru ... Saturday, 5th May.
Hakozaki Maru ... Saturday, 19th May.
SYDNEY & MELBOURNE via Manila & Ports.
Mishima Maru ... Wednesday, 23rd May.
BOMBAY via Singapore, Penang & Colombo.
Tamba Maru ... Friday, 11th May.
Moji Maru ... Sunday, 27th May.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu,
Los Angeles Mexico & Panama.
Rakuyo Maru ... Thursday, 31st May.
SOUTH AMERICA (EAST COAST) via Singapore,
Capetown & Ports.
Hakata Maru ... Thursday, 10th May.
NEW YORK and/or BOSTON via PANAMA.
Tsuayama Maru ... Sunday, 13th May.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.
Toyoko Maru ... Wednesday, 23rd May.
CALCUTTA via Singapore, Penang & Rangoon.
Tottori Maru ... Wednesday, 9th May.
Ceylon Maru ... Saturday, 19th May.
NAGASAKI, KOBE & YOKOHAMA.
Tango Maru ... Thursday, 17th May.
SHANGHAI, KOBE & YOKOHAMA.
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	Hopsang	Sun. 13th May at noon.
	Kwaisang	Tues. 15th May at noon.
TO OSAKA via AMOY, MOJI & KOBE	Hosang	Sun. 6th May at 7 a.m.
TO CANTON	Hopsang	Mon. 7th May at 8 p.m.
TO STRAITS & CALCUTTA	Suisang	Mon. 7th May at 3 p.m.
	Yuonsang	Mon. 14th May at 3 p.m.
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Tjisondari	Batavia	10th May	12th May	Amoy, Shanghai & Keelung
Tjisaroes	S'hai, K'lung	14th May	16th May	Batavia
Tjimanoeck	Java, Mesr	21st May	23rd May	Amoy, N. China
Tjibodas	N. China	21st May	23rd May	Batavia
Tjikembang	Batavia	24th May	26th May	Amoy, Shanghai & Keelung
Tjisondari	S'hai, K'lung	28th May	30th May	Batavia

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TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.
Motor Vessel "GLENBEG" ... 13th May.
Steamship "PEMBROKE" ... 28th May.
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BARBAROUS PIRATES.

VICTIMS THROWN INTO SEA BOUND.

One of the blackest crimes to be recorded against the pirates on the South China coast occurred off Cheungchau, the night before last, when a party of three fishermen who put off in a small boat from the island were robbed and their boat set adrift by a gang of pirates who appeared in a fishing junk. Following the commission of the piracy, the pirates sought to remove all evidence of the crime by throwing their victims overboard after their hands and feet had been securely bound.

The party left Cheungchau at 3 o'clock, and guided their boat into the channel between Shek Ku Chau and Su Ko Island where a fishing junk was seen to lie at anchor. In response to an enquiry from the people on board, the fishermen put alongside with the view to bargaining for a boat-load of fish which the junk was supposed to be carrying.

As matters turned out, this was only a trick to induce the fishermen to draw near. All unsuspecting, the fishermen scrambled on board, and themselves the next minute looking into the muzzles of revolvers held by a number of obvious pirates.

Bound and Thrown Overboard.

Within a few minutes, the victims were bound and trussed up, and thrown into the hold. Their boat was ransacked of all its valuables and was then allowed to drift away.

A course was then set by the pirate boat, in a westerly direction, for Chu Chau, but half-an-hour had not elapsed before the pirates entered the hold where their victims were confined. Without a word, they lifted two of the captives, and threw them into the water, bound and helpless as they were.

She Ho-pai, one of the fishermen, however, managed to free himself from his bonds whilst in the water and swam about until he was rescued by a passing junk and taken back to Cheungchau. He now declares that the other man who was thrown into the water with him was his master whose name was Li Loi. It looked to him as if Li Loi was unconscious when he was thrown into the water, and floated on his back for some time before he disappeared from view. It is feared that he was drowned.

Of the third fisherman, nothing was seen or heard of him after the others were thrown into the water, and it is also feared that like Li Loi, he was thrown into the water and left to drown before the pirates sailed away.

Another Sensation.

A sensation was caused on the waterfront yesterday when it became known that the A. P. C. motor-boat, Ching Shan, which left here on Tuesday morning with a cargo of 1,000 tins of kerosene consigned for Macao, was intercepted and fired upon by pirates just outside British territorial waters.

The Ching Shan left here shortly after eight o'clock, on the 1st instant, and at 2 p.m. on the same day was about 200 yards north of Chung Chow Island and about four miles west of Fan Lau, Namiao Island.

It was then three-and-a-half miles outside of British territorial waters, when two boats with sails set, were seen coming up from the opposite direction. Approaching to within 200 feet of the unsuspecting motor-boat, the pirates—four or five occupants of the boats—fired several volleys from small arms. It was estimated that about 100 rounds were fired, none of which however, hit any of the crew, who had gone into the shelter of the hold.

Presently eight of the pirates boarded the motor-boat and after ascertaining that all of its crew were in the hold, hatched down the hatch-cover, and imprisoned the crew.

For a number of hours following the piracy, the captives imprisoned in the hold judged from the commotion

SALE OF PROPERTY.

\$19,000 FOR THREE HOUSES AT SHAMSHUPO.

A total sum of \$19,000 was paid for three houses situated in Lai-chikok Road when they were publicly auctioned by Mr. E. V. M. R. de Sousa, at the China Auction Rooms yesterday afternoon.

There were two lots, the first being No. 69, Lai-chikok Road, Shamshupo. The property is held for the unexpired residue of the term of 75 years from July 1, 1898, with a right of renewal for a further term of 24 years. The Crown rent amounts to \$4.30 per annum and the area of the property is about 924 feet.

Bidding started at \$6,000 and rose by bids of \$200 until the selling figure of \$7,200 was reached, the buyer being Mr. Chung Kon-chun, of the Kwong Kam Loong timber merchants.

Lot No. 2 comprised 61 and 63 Lai-chikok Road, the tenure being the same as for No. 69. The Crown rent is \$8.65 and the area about 1,850 square feet.

The first bid was for \$10,000 and this was raised by bids of \$200 to \$11,800 when it was purchased by Mr. Lung Sul-ching, 143 Wongsichong Road, Hongkong.

The property was sold by order of the mortgagees whose solicitors were Messrs. Johnson, Stokes and Master.

ensuing on the deck that the motor-boat was being tilted here and there. But at 3 o'clock the following morning, these sounds ceased, and all being quiet, the crew ventured to open the hatch and get out on the deck.

They then found that the pirates had left the vessel which was now in an undetermined position, with a high mountain looming up on their port side. Then followed many hours of indecisive steering, during which the coxswain in charge of the boat, Leung Tung, endeavored to pick up his position. At length he picked up the light from the Gula Lighthouse at Macao, their bearings being thus received, the motor-boat proceeded on its way to Macao.

The whole cargo of 1,000 tins of kerosene oil had been stolen by the pirates. This is valued at \$3,214. Money and effects stolen from the crew brought up the value of this haul to over \$3,500.

The Ching Shan returned to Hongkong yesterday afternoon, and a report of the exciting doings on the trip has been made to the police authorities.

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9.00 a.m. "SUI AN" | 3.30 p.m. "SUI AN"
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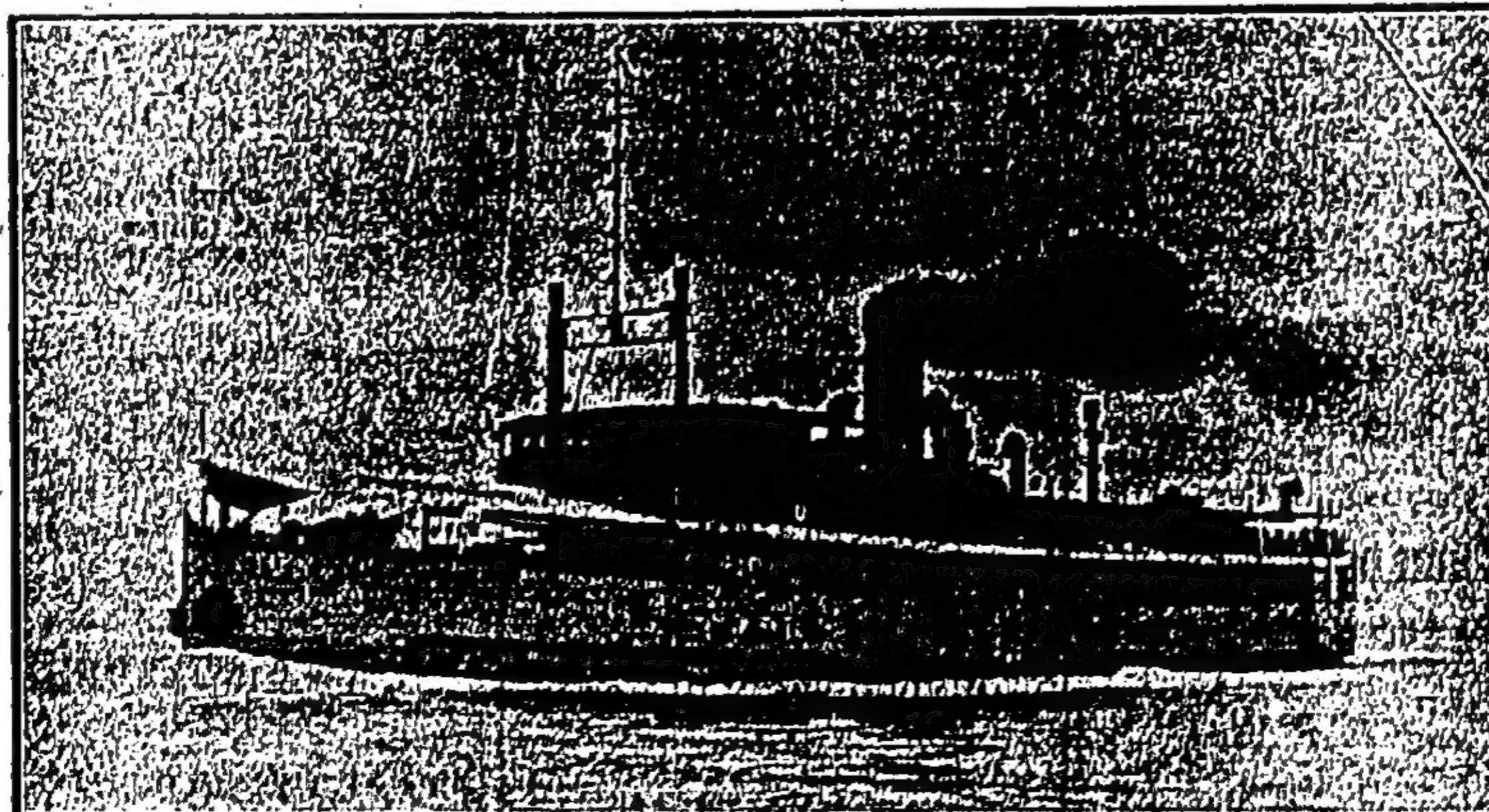
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CONSIGNEES' NOTICES.

OCEAN STEAM SHIP CO., LTD. And CHINA MUTUAL STEAM NAVIGATION CO., LTD.

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are hereby notified that the cargo will be discharged into Hols Wharf Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Hols Wharf. The Cargo will be ready for delivery from Godown on and after 3rd May. Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 9th May, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 23rd May, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd May, 1928.

HOLLAND-OOST AZIE LIJN. (HOLLAND-EAST ASIA LINE).

From AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN and GENOA.

The Steamship, "CECIMA" (8) having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the China Provident Loan and Mortgage Co., Ltd., whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 10th May, 1928, will be subject to rent. All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 9th May, 1928, at 10 a.m., by Messrs. Goddard and Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized. No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN, General Agents.
Hongkong, 2nd May, 1928.

P. & O. BRITISH-INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

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(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
KASHGAR	9,005	12th May.	M'los, L'don, A'werp & Hull
LAHORE	5,252	19th May.	Marseilles, London, A'werp, Rotterdam & Hamburg
KIDDERFORD	5,334	22nd May.	Straits, Obo B'bay, & Karachi
MALWA	10,986	26th May.	Bombay, Marseilles & London
ALIPORE	5,273	31st May.	Straits, Colombo & Bombay
JEPPORE	5,318	2nd June.	Marseilles & London
DELTA	8,097	9th June.	B'bay, M'los, L'don & A'werp
MIRZAPORE	6,715	19th June.	Straits & Bombay
RANPURA	16,501	23rd June.	Bombay, Marseilles & London
NOVARA	6,989	30th June.	Marseilles, London, A'werp, Hull, Rotterdam & Hamburg
KHYBER	9,114	7th July.	M'los, L'don, A'werp & Hull
RAWALPINDI	16,619	21st July.	Bombay, Marseilles & London
NANKIN	7,058	28th July.	Marseilles, London, A'werp, Rotterdam & Hamburg

Cargo only.

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrene, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

HATIPARA	7,764	17th May.	S'pore, Penang & Calcutta
TALMA	10,000	26th May.	S'pore, Penang & Calcutta

Calls only.

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,656	1st June.	Manila, Sandakan, Thurs Island, Townsville, B'bane Sydney and Melbourne.
ST. ALBANS	4,500	28th June.	

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Hols, Cebu, Kalambugan, Tawau, Timor, Darwin, or other ports en route as indicated on the following:

Frequent connections from Australia with the following:—
The Union S. S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TAKIWA	7,936	8th May, noon.	Amoy, Moji, Kobe, Osaka & Yokohama
TANDA	6,656	8th May.	Moji, Kobe, Osaka & Yokohama
DELTA	8,097	11th May.	S'hai, Moji, Kobe & Yokohama
NOVARA	6,989	12th May.	S'hai, Moji, Kobe & Yokohama
DEVANHA	8,155	17th May.	S'hai, Kobe, Osaka & Yokohama
MIRZAPORE	6,715	21st May.	Shanghai, Moji & Kobe
SANTHA	7,754	23rd May.	Amoy, Moji, Kobe & Osaka
RANPURA	10,601	25th May.	S'hai, Kobe & Yokohama
TILAWA	10,006	2nd June.	Amoy, S'hai, Moji, Kobe & Osaka
NANKIN	7,058	5th June.	S'hai, Moji, Kobe & Yokohama
TAKADA	8,948	7th June.	Amoy, Moji, Kobe & Yokohama
ST. ALBANS	4,500	5th June.	Moji, Kobe, Osaka & Yokohama
KHYBER	9,114	8th June.	S'hai, Moji, Kobe & Yokohama
TALAMDA	8,018	17th June.	Amoy, Moji, Kobe & Osaka
RAWALPINDI	16,619	22nd June.	S'hai, Kobe & Yokohama

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & Co., P. & O. Bldg., Connaught Rd., C. Agents.

BOSTON, NEW YORK & BALTIMORE.

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AMERICAN & MANCHURIAN LINE.

(ELLERMAN AND BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S. "CITY OF EASTBOURNE"	via Suez Canal	11th May.
S.S. "ADRASTUS"	via Suez Canal	4th June.
S.S. "CITY OF NEWCASTLE"	via Suez Canal	15th June.
S.S. "HELENUS"	via Suez Canal	29th June.

Steamers proceed via Suez Canal or Panama Canal at owners' option.

Subject to Change without notice.

For freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.
Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changte" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS.

VIA MANILA, AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP TO DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong on or about	Sails thence on or about
TAIPING	11th May	18th May
CHANGTE	8th June	15th June
TAIPING	10th July	17th July
CHANGTE	7th August	17th August

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Agents.
Tel. C. 36

HOTELS.

THE HONGKONG

HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."

AND

SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;
MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS.

LIMITED.

In association with the Grand Hotel
Dpa Wagons' Life, Peking.

KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed Rooms
newly renovated and installed with Box Spring Beds, Hot and Cold
Water, also Telephone.

Tea Dances:

Monday, Wednesday and Friday, from 5 to 7 p.m.
Hotel launch meets all steamers.

£25 for thirty Tiffin Tickets can be had at the Office of the above

Hotel.)

Tel. Add: "Victoria."

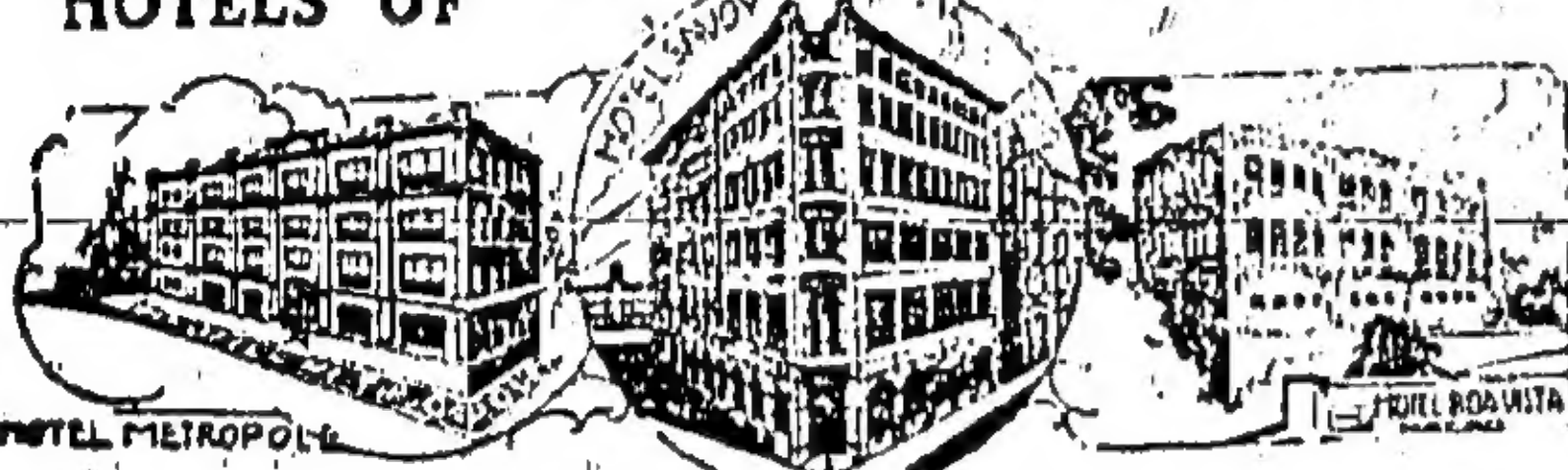
Telephone C. 373

J. H. WITCHELL,

Manager.

HOTELS OF

DISTINCTION



METROPOLE—SAVOY—BOA VISTA

The Kowloon Hotel
Kowloon.

The Premier Hotel in Kowloon with all modern conveniences.
High Class Cuisine and Table Appointments. Wonderful view of the
Harbour and Peak, and five minutes from the Ferry, Wharves and
Railway Station. Representative meets all steamers.

Daily Rates from \$ 6.00.

Monthly Rates from \$130.00.

Under the Personal Supervision and attention of

MR. & MRS. H. J. WHITE.

Tel. No. K.608 & K.609.

Cables. "Kowtel." Kowloon.

PALACE HOTEL.

Tel. Kowloon No. 8

Tel. Address "PALACE."

Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely under English Management. Electric Light and Fan throughout.
Every Room with Private Bath. Lounge, Bar and Billiard-Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

EUROPE

Cables:—
"EUROPE
Singapore."

HOTEL

SINGAPORE.

After-dinner
dancing everyTuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL LTD.

Arthur E. Odell, Managing-Director.

THE HOTEL RIVIERA
MACAO

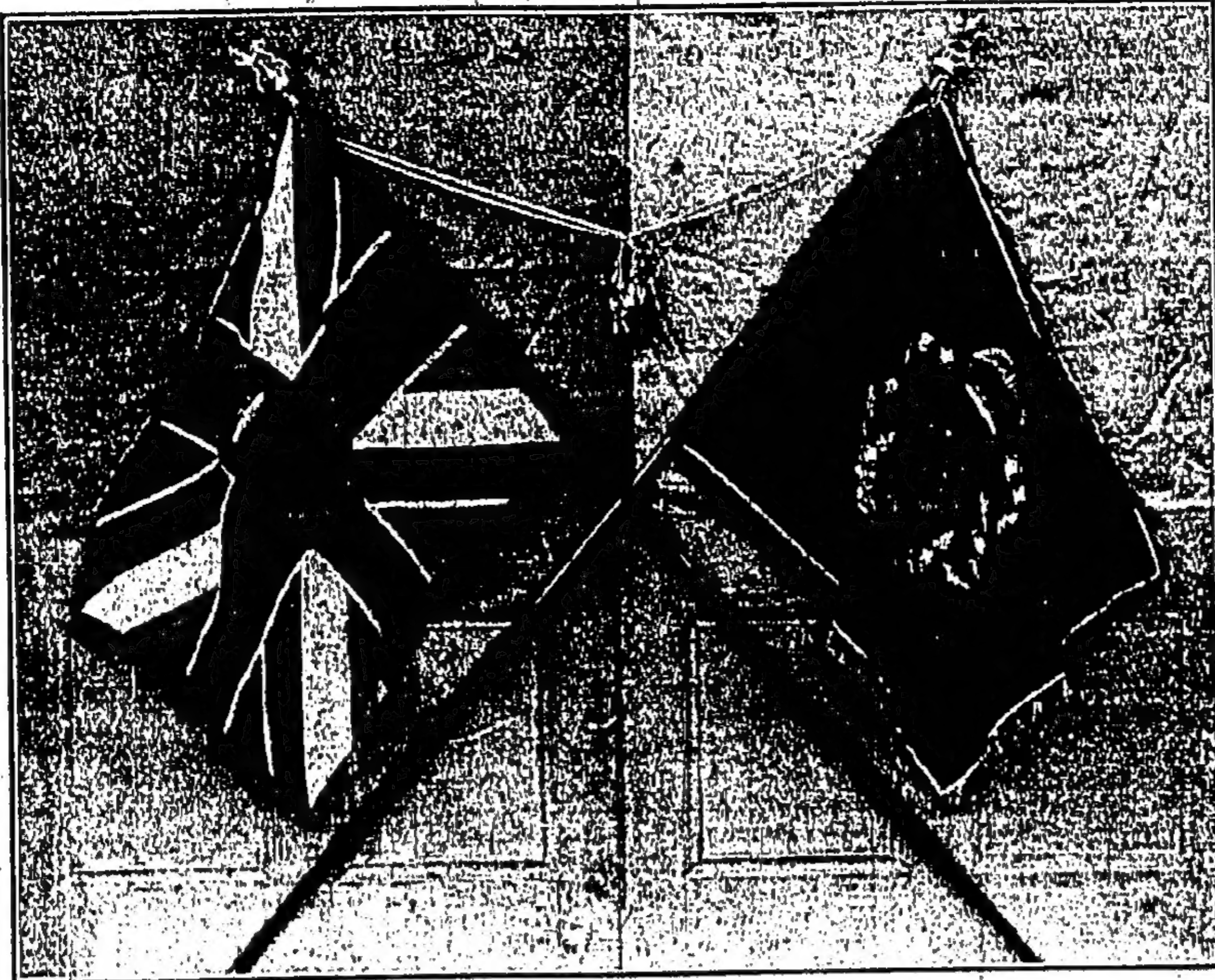
Cable Address:—"RIVIERA, MACAO"

EMBODYING THE
LUXURIES OF MODERN HOTEL
CONSTRUCTION

THE FINAL EXPRESSION
OF COMFORT AND
SERVICE

Printed and Published for the Proprietors by ALFRED MORLEY,
at 1 and 3, Wyndham Street, in the City of Victoria Hongkong.

THE VOLUNTEER DEFENCE CORPS NEW COLOURS.



Above are the new Corps Colours given by the Ladies of the Colony to the Hongkong
Volunteer Defence Corps, which are to be formally handed over by H.E. the Governor at a
special parade on the Murray Parade Ground to-morrow morning. (Photo: Mee Cheung).

DUTCH PEAT FIRE
DANGERS.DISTRICT ROUND-EMMEN-A
RAGING FURNACE.

LIKE ECLIPSE OF SUN.

Amsterdam, May 4.
The fen fires in the Province of
Drenthe are becoming more extensive
and it is feared that only the
cessation of the wind, accompanied
by heavy rain, can end the conflagration.

The spread is largely due to the
inadequacy of the extinguishing
facilities in the sparsely populated
moorland region.

The district round Emmen on the
German frontier is now a
raging furnace and many houses
are burning.

An area of several square miles
has been evacuated and the at-
mospheric conditions resemble an
eclipse of the sun, so dense are the
smoke clouds.

The atmosphere is suffocating
while the columns of smoke are
visible for miles.—*Reuter.*

U.S. FARM RELIEF
BILL.BIG MAJORITY IN HOUSE OF
REPRESENTATIVES.

Washington, May 4.
The House of Representatives
has passed, by 204 votes to 121,
the McNary-Haugen Farm Relief
Bill, the Republicans failing to
succeed in securing the omission
of the equalization fee.

President Coolidge last year
vetoed similar legislation as being
unconstitutional.

The Bill seeks to establish a loan
fund of \$30,000,000 for farmers
and an equalization fee to assist
in the marketing of surplus
agricultural commodities profitably.

The Bill has been criticised on
the ground that it follows closely
the principles of the Stevenson
rubber scheme, inasmuch as it
provides Government control and
supervision of farm prices.—
Reuter's American Service.

BANK COMPRADORE'S
ESTATE.

Hongkong estate to the value of
\$32,000 was left by Luk Chor-ling,
otherwise Lu Tso-ling, who died at
Poochow on or about January 20th
this year. Letters of administration
with the will annexed have
been granted to Mr. L. R. An-
drews, of Messrs. Johnson, Stokes
and Master, who is the attorney of
Luk Lo-be, (described in the will
as Lu Shih), widow, the sole bene-
ficiary.

Luk Chor-ling was the compradore
at Poochow of the Hongkong
and Shanghai Banking Corporation.

HOW MUCH DO YOU KNOW?

The following are the replies to
to-day's questions:—

1. Glasgow, assessed at £11,000,000, as
compared with London, £10,000,000, and
Westminster, £9,000,000. 2. The initials of
Mr. Kruppa Gray, the designer. 3. "Lloyd's
List," the shipping newspaper, started in
1726. 4. A French railway to cross the
Baltic from north to south. 5. In 1823. 6.
The Grenadier Guards in 1658. 7. The French
champion, M. Sida, played 100 games simul-
taneously at Compiegne, winning 102, losing
one and drawing three. 8. £235,000,000; a
million per day. 9. An official of the High
Court empowered to effect arrests for con-
tempt; he carries an eighteenth staff tip-
ped with a golden crown. 10. In 1801, from
Haywater to the Marble Arch. 11. Statue
of a king, believed to be 600 years old, found
in Mowbray-road, Blackwell. 12. Guinness-pils
are being fed on them at the Lister Institute.

JAPANESE IN DIRE
PERIL.

(Continued from Page 1.)

Immediately afterwards the
Chinese again began looting
whereupon the Japanese troops
were again ordered out to protect
Japanese properties. The Nation-
alists fired on the Japanese, who
replied, the firing and looting go-
ing on spasmodically until six in
the morning, when General
Fukuda reached an agreement
with Marshal Chiang Kai-shek
under which all Nationalist
troops should be withdrawn from
the foreign settlement area by
seven o'clock.

The Japanese disarmed 1,000
men who were not withdrawn by
that hour.

There is a report that some
foreigners other than Japanese
were killed, but this is not con-
firmable.

There are 3,000 Japanese troops
and 40,000 Nationalists at the pre-
sent time in Tsinanfu.—*Reuter.*

Railway and Air Units.

Tokyo, May 4.

In addition to the 2,000 troops
from Dairen, it has been decided to
despatch an air unit from Korea
and a railway unit from Japan to
Tsinanfu, making total reinforce-
ments of 2,300.—*Reuter.*

Warships Ordered Also.

Tokyo, May 4.

As a precautionary measure in
the case of anti-Japanese out-
breaks elsewhere the Navy Office
has ordered warships to proceed to
various ports on the Yangtze and
in south China, where there are
Japanese residing, while four ad-
ditional destroyers are going to
Tsinanfu.—*Reuter.*

North Offers Arms.

Tokyo, May 4.

In expressing regret for the
Tsinanfu affair Chang Tso-lin
offered to assist the Japanese with
arms and ammunition, but the
offer was declined on the ground
that the Japanese intend to sup-
press the outrages unaided.—
Reuter.

Armoured Trains.

Tokyo, May 4.

According to a message from
Tientsin the Japanese military au-
thorities are sending armoured
trains with reinforcements to
Tsinanfu.—*Reuter.*

U.S. Sends Submarines.

Tsinanfu, May 4.

The American submarine tender
Beaver with six submarines has
arrived.—*Reuter.*

RUSSIAN DIPLOMAT
SHOT AT.WOUNDED WHEN IN MOTOR
CAR.

Berlin, May 4.

A message from Warsaw states
that a Russian émigré fired a
revolver at a car in which Mr.
Lizoroff and another member of
the Soviet Legation were travel-
ling. M. Lizoroff was wounded in
the hand by a bullet and his face
injured by splintered glass. His
assailant was arrested.—*Reuter.*

CLASSIC VICTORY
FOR KING.FIRST SINCE MINORU'S
1909 DERBY.

London, May 4.

H.M. the King won his first
classic race to-day, when his filly
Scuttle was successful in the One
Thousand Guineas race at New-
market.

Scuttle won by a length in a
field of fourteen, the King and the
Prince of Wales being present to
witness a fine victory.

The crowd, with bared heads,
loudly cheered His Majesty's
victory, which is the first horse to
win a classic for a reigning
sovereign since Minoru won the
Two Thousand Guineas and the
Derby for the late King Edward
in 1909.

The One Thousand Guineas yes-
terday resulted as follows:

The King's Scuttle, 1
Lord Dewar's Jurisdiction, 2
Lord Derby's Toboggan, 3
Fourteen ran. Won by a
length; six lengths between second
and third.
Betting: 15/8 Scuttle; 100/8
Jurisdiction; 11/2 Toboggan.—
British Wireless.

NORTHERN RETREAT
CONTINUES.MARSHAL CHIANG READY
TO FOLLOW UP.

Shanghai, May 4.

Marshal Chiang Kai-shek, it is
stated, crossed to the north bank
of the Yellow River on Wednesday
to inspect the Nationalist front.
Among those who went with the
Marshal during the inspection
were Generals Fang Chen-wu, Sun
Liang-ching, Chan Tiu-yuan and
Ho Yiu-cho.

General Sun Liang-ching has
made preparations to cross the
Taiho, north-west of Tsinanfu, in
an endeavour to attack Tachow
from the rear.

A general retreat of the North-
erners on the Peking-Hankow line
has been reported.

Peking Military Conference.

On Wednesday evening, General
Yang Yu-ting Chief of Staff of the
Fengtien Army, and General Chang
Hsueh-liang, son of the Peking
Dictator, arrived in Peking to re-
port on the latest developments on
the various fronts. A military
conference was held the same
evening.

An overnight Chinese cable says
that the Nationalist Government
has issued an edict seeking the ar-
rest of Mr. Liang Shih-yi, known as
the Chinese "God of Wealth" and
Mr. Wang Ke-min, the former
Minister of Finance of the Peking
Government. The reason for the
required arrests is that they are
said to have supported the Peking
Government with large sums of
money, with the result that civil
war in the country has been pro-
tracted.

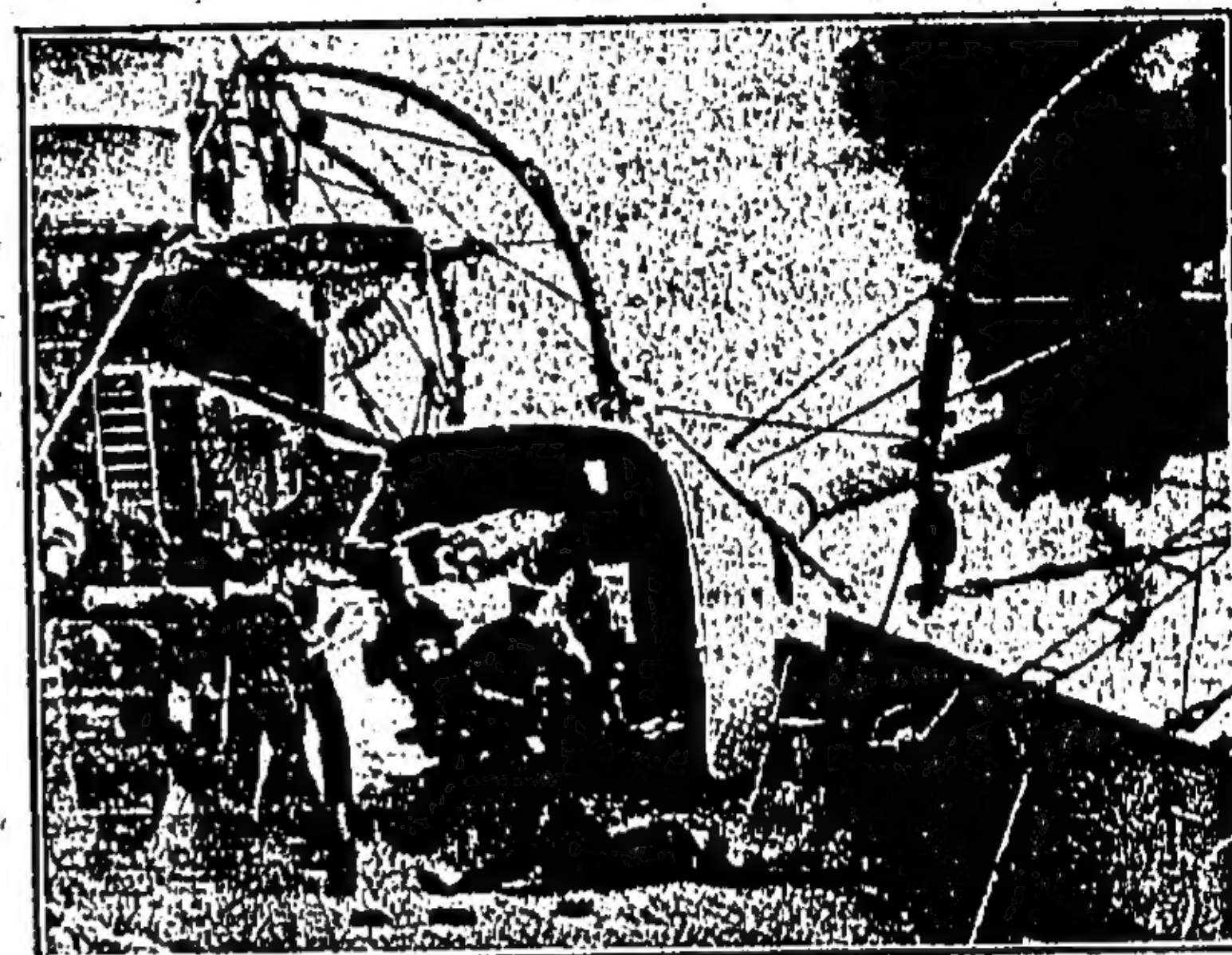
SPENCE'S WONDERFUL
VICTORY.GREAT TENNIS DUEL WITH
FRENCH CHAMPION.

London, May 4.

At Bournemouth to-day in the
semi-final of the British Har-
courts Championships, Spence, the
famous South African, defeated
the All-England Champion, J.
Cochet (France) 5-7, 6-2, 6-3,
9-7.—*Reuter.*

SUPERB BATTLE SCENES!

A WONDERFULLY vivid pictorial record
of the two most stirring and dramatic
naval engagements of modern times!

The BATTLES OF
CORONEL AND
FALKLAND ISLANDS

A GREAT and profoundly moving drama
produced with strong co-operation
from the Admiralty including the use of
battle-craft of every type and the full facili-
ties of four dockyards!

NOVELTY GAZETTE

"Our Britain," with Miss Doris Woods as Vocalist

AT THE
QUEEN'S FINAL SHOWINGS
TO-DAY
At 2.30, 5.10, 7.15 and 9.20.

FOUR GREAT screen stars in one of the biggest
productions of a famous director!—

D. W. GRIFFITH
Presents

THE
WHITE
ROSE

With
MAE MARSH
IVOR NOVELLO
CAROL DEMPSTER
NEIL HAMILTON



AT THE
WORLD

FINAL SHOWINGS
TO-DAY

Orchestra 5.00 and 9.30.

Interpreter 2.30 and 7.15.

HELL BENT
FER HEAVEN

THE DRAMA of an
old family feud flamed
into fighting heat—
The thrills, hates and
loves of the Carolina
mountain folk—An excit-
ing melodrama with a
sensational climax!

With

PATSY RUTH MILLER

Based on the Prize-Winning Stage Play.

AT THE
STAR

FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15.